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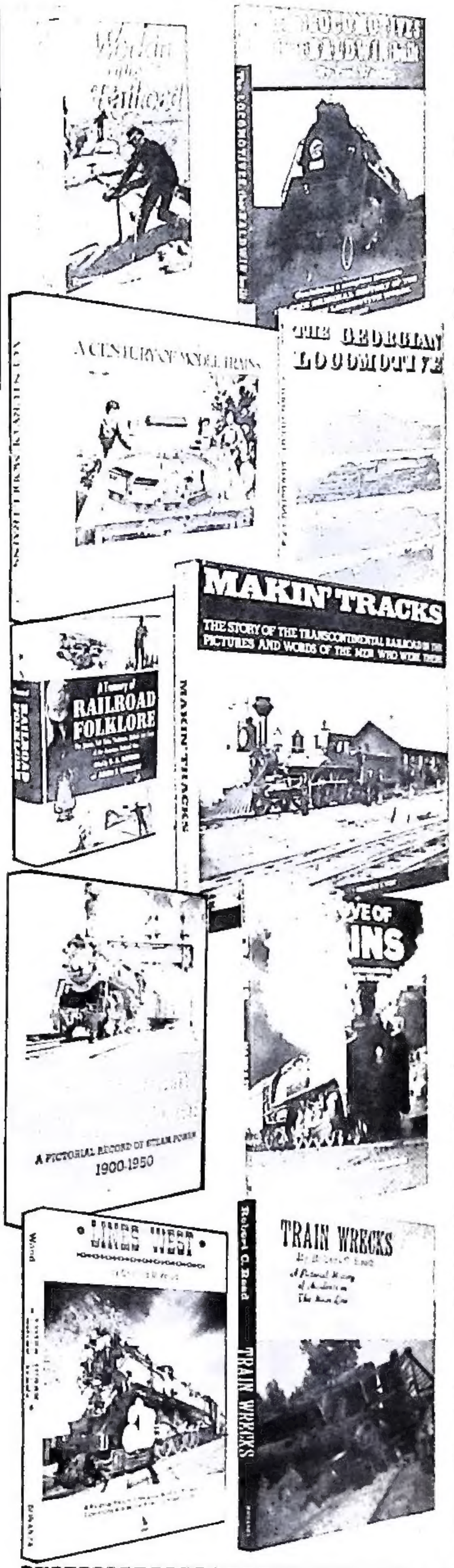

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RAIL CLASSICS

JULY 1977
VOLUME 6, NUMBER 4

FEATURES

PROSPERITY SPECIAL ..... Kevin Ohlson 10
A bold publicity stunt by Baldwin was quite a spectacular

ROCKY MOUNTAIN DIVISION ..... Donald Sims 16
Northern Pacific's mountain line was a hotbed of activity

TWILIGHT OF FINNISH STEAM ..... Ron Ziel 24
The Finnish steamers were definitely in a class by themselves

COVERED WAGONS IN WISCONSIN ..... Otto Dobnick 32
The Dairy State is still home to a large fleet of F units

FINIS FOR THE "SHORTEST RAILROAD" ..... Grover Brinkman 48
The Illinois Midland was dealt a death blow by vandals

WITCHING HOUR AT LAUPT ..... Denis Dunning 58
Passenger service can still be hectic in Los Angeles

THEY DIED YOUNG ..... Van Wilkins 66
Few interurbans had long lives, but Cincinnati's disappeared sooner than most

AMADOR CENTRAL ..... David Lustig 74
The run is short, but this shortline provides quite a show

DEPARTMENTS

Rail Mail 4
Amdoings 5
Copy 19 6
Recent Books 8
Rail Photo Clinic 9
Photo Gallery 40
What's Happening 50
Scanner Corner 56
Derail 82

THIS MONTH'S COVER—Santa Fe CF-7 #2527 moves a string of Amtrak cars out of Los Angeles Union Passenger Terminal. For more on the subject see the story beginning on page 58. Denis Dunning photo.

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EDITOR'S MEMO

With all the interest being paid lately to the likes of Conrail, Amtrak, the travels of #4449 and all the other headline making events in railroading, one facet may be fast approaching oblivion without anyone taking notice.

The subject of our feeble cry of alarm is the great American shortline. Just as many lamented the passing of the mixed train, as brought to the attention of many by Lucius Beebe in his classic book, the shortline may soon be a thing of the past.

As more and more lines are merged and the accountants take control and begin chopping off all those branches that aren't making their X% of profit, the shortlines that connect with these branches all of a sudden find themselves without a link to the outside world.

It is the rare shortline that is a real money maker, and the ones that are, are always having visits from the lawyers of their connecting lines trying to buy, often successfully.

And the minute the shortline becomes part of a major railroad it is only a matter of time before those intriguing first generation diesels with their strange liveries are replaced by the parent road's power, and it becomes a shortline in name only.

The Durham & Southern is a case in point. It is less than a year since they were taken over by the Seaboard Coast Line, and already the D&S power is getting new SCL paint.

And in other areas the same anonymity is a fact of life, though the railroad is still independent. The Trona Railway in California's Mojave Desert now makes its run from Trona to their connection with the Southern Pacific using Espee power. The crews are driven to the SP connection at Searles Junction, hop into the cab of an SP diesel and make the run to Trona, pick up their train and run back to the junction. From there it's back to the pickup truck and the drive over highways back home.

All of which is to say that if you have even a fleeting interest in shortlines you'd better get out there and start photographing and recording their story. If such giants as the Pennsy and the New York Central can disappear, what chance is there for a twenty mile shortline?

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RAIL MAIL

Traction Comments

Mr. Floyd Gurley (Rail Mail, March, 1977) knows not of what he speaks, and that appears to understate the case.

First, the Tacoma Railway & Power Company (TR&P), a Stone & Webster property, was throughout its life a standard gauge operation. Some of its predecessor horse car lines had been narrow gauge at one time, but the TR&P in its final form was definitely all standard 4′ 8½″ (except on curves, where it was 4′ 9″, but I really don't think this counts as broad gauge).

Witness that cars of the Seattle-Tacoma Interurban (Puget Sound Electric Railway) entered Tacoma over the tracks of TR&P's Puyallup Avenue and Pacific Avenue lines, and that PSE exchanged freight with the steam roads at several points. Some of this freight was also exchanged with TR&P for delivery in Tacoma, notably on Commerce Street, which is switched today by the Burlington Northern (NP), which took it over when TR&P folded in 1937.

I have spoken to eyewitnesss who tell of long log trains on TR&P tracks coming from the Lake Spanaway line along Yakima Avenue, 56th Street, Railroad Avenue and 54th Street to a connection with the NP at Edison (South Tacoma).

The ex-carbarn Mr. Gurley speaks of may be the present day Tacoma Transit facility on Sprague Street. If so—and all others are gone, save one which is in a South Tacoma lumber yard—this was a facility of the Pacific Traction Company, founded in 1905, supposedly to compete with TR&P. Pacific Traction was standard gauge from its inception, and the rails in the bus yard, if any still show, are most certainly laid to 4′ 8½″ gauge. I will not say without qualification that there has never been any broad gauge in Tacoma, but my research into the history of TR&P has never turned any up.

Second: as for New Orleans, I am not familiar first hand with this system, but, if Mr. Gurley would refer to "The Street Railways of 1955) he may be dissuaded of his illusion about narrow gauge.

In 1921 there still existed three standard gauge car lines in New Orleans (N. Caliborne; Jackson; St. Charles-Tulane Belt) which would account for a third rail on the two outside tracks in Canal Street from the lower end as far up as Claiborne. The remainder of the system was 5′ 2½″ and these three were converted in 1925, thus leaving the Orleans-Kenner Electric Railway (O-K Line) as the only standard gauge electric operation in the city. This was abandoned in 1930, leaving New Orleans all 5′ 2½″ gauge.

W. Gordon Anderson
Spanaway, WA

Wolfeboro Update

I read, with great interest and pleasure, your article on the Wolfeboro Rail Road in your March '77 issue. It seems ironic, however that the story on the Wolfeboro was published at the same time we were ceasing operations on the Central Division. Needless to say, I felt an obligation to your readers to tell the "rest of the story."

Late last fall when it became apparent that the mill in Lincoln would probably never open up again, we began to make plans for the coming Spring and Summer of '77. These plans included the establishing of a *New Freight Customer Division* and agents were sent out to attract new business. We were in the middle of negotiating with several potentially profitable new customers, when state support ceased. On January 3, 1977 we presented the state with a proposal for our new contract period which would begin in February of this year. Hearing no answer on that proposal, we met with the state on January 3, 1977. At this time we still received no concrete answers regarding our proposal, as well as other problems. We hoped that our ideas would be accepted in order for us to get through the winter. Once the Summer arrived, with our new ideas in operation, we felt that we could be on a break even basis. Because of lack of answers, we had no choice but to enact our 30 day termination clause, by which we ceased all operations on the Central Division on February 12, 1977. This was done to protect ourselves from incurring any further serious financial losses. We made it perfectly clear, however, that we wished to operate the line if we could come to acceptable terms with the state. Finally, two days before we were to cease operation, we received word from the state that the line had been given to a road building construction company to operate, and we were to be out by February 12th.

It is with great sadness that we leave the Concord to Lincoln line, for we have made many friends who truly

(Continued on page 79)

AMDOINGS

For the record, the year 1976 has meant many things to Amtrak.

The Northeast Corridor was acquired, Amfleet cars began arriving and have since taken over most of the short-distance trains, the Rohr Turboliners began Empire service and construction began on long-distance bi-level cars. New trains, the *Shenandoah, Palmetto,* and *Colonial* began service as well as a fourth *San Diegan.* Auto-Train and Amtrak began joint service on the *Floridian,* a Swedish electric tested on the Corridor, construction began on the Rensselaer, New York maintenance facility and a Salt Lake City-Seattle train via Boise, Idaho train was announced. Not bad for one year.

* * *

Amtrak has purchased the Santa Fe passenger yard in Los Angeles as well as the Redondo Junction locomotive facility in an effort to consolidate its activities there. Total price for both was pegged at $8.5 million. An additional $4 million will be used for improvements. Besides establishing the company's own repair base, the move will ease dependence on the Santa Fe and Southern Pacific to service Amtrak locomotives. Approximately 350 employes are involved.

* * *

The experimental Winnemucca, Nevada stop by the *San Francisco Zephyr* was used by 1964 passengers in its first year of operation, November 1, 1975 through October 31, 1976. Although slightly short of the required six per day average dictated by Amtrak to justify a stop, the first year's figures are considered acceptable. If you are in the area, the eastbound run arrives at 8:20 p.m. and the westbound train at 5:19 a.m. Not too good for photography!

* * *

The Oakland-Bakersfield *San Joaquin* turned in a 100% on-time performance in November, the best record on the system according to the company. It shouldn't be too difficult however, since the train is a stub operation not relying on connecting trains for departure. Amfleet equipment is credited for increasing ridership on the train by 36%.

* * *

Want an Amtrak calendar? They're being offered by the company for the first time and feature a color painting of an F40PH and Amfleet train. The price is $3.50 and the check should be made out to Amtrak Calendar. The address is; Western Folder Distribution Company, 850 West Fullerton Ave., P.O. Box 311, Addison, IL 60101. If you're in Illinois, don't forget the local sales tax.

* * *

David W. Kendall, chairman of the board of the incorporators of Amtrak, and a former White House and Treasury department official, died on Monday, December 27th at his home in Grosse Point, Michigan.

* * *

The ICC has granted Amtrak permission to discontinue selling tickets and checking baggage at its Merced, California station effective February 1st although the daily *San Joaquin* will continue making the city a station stop. The Commission also granted Riverbank, California the same status, however recent patronage level increases there have kept the station open pending further studies.

* * *

Speaking of stations, Amtrak's Board of Directors approved a lease agreement with the Los Angeles Union Passenger Terminal Company giving the passenger hauler exclusive control of all passenger, baggage, maintenance and concession facilities. Under the new agreement, 19 terminal company positions will be assumed by Amtrak and the lease is expected to reduce operating costs. The contract is for five years with an option to renew for an additional five and annual cost to Amtrak will be $388,368 less income from concessions. For the record, LAUPT is Amtrak's tenth largest station in terms of ridership with close to 50,000 passengers a month.

COPY 19

By David Lustig

A railroad is dead. On February 9th, the Southern Pacific Transportation Company issued a five-page press release stating that due to the severe storm damage, the San Diego and Arizona Eastern was to be abandoned. For the last years of its life the line used equipment from its transcontinental owner, which in effect made it a paper organization save a few MofW cars. There were no legions of fans over photographing it and the territory traversed was some of the sparsest in the country. The saddest part is that except for a few locals, it probably won't even be missed.

A myriad of reasons can be given for its ultimate demise, all of them cold, hard, logical statistics. Freight traffic was down to 20 cars a day, over a million dollars a year in losses were recorded, there had been problems with Mexican authorities on the part of the railroad operating in that country. All are valid and only a sentimentalist would dare try and argue.

Salvagers will come in and slowly remove man's imprint on the desert, allowing nature to reclaim what is hers, proving more than ever that the railroads have no automatic right to the freight they carry and there is no absolute permanence to the idea of twin rails moving quantities of goods. So who can say tomorrow's mail won't bring a press release with a similar message on the Milwaukee's line of Seattle? Conrail's into St. Louis? Or Union Pacific's into LA?

* * *

On another note, Grand Trunk Western has reported that its crackdown on train attacks by rock-throwing and shooting vandals is starting to show results. Last year, the railroad recorded 242 train attacks, mostly by juveniles, in Michigan, Illinois and Indiana, up 44 from 1975. But the railroad was able to get 33 court convictions in 1976 versus only thirteen for the year before.

The railroad also reported the death of one of its employees, not to vandals, but to the February 4th Chicago Transit Authority train collision which killed eleven people when some of the cars dropped onto Lake and Wabash Streets.

Payroll Clerk Helen M. Best, 82, was killed when she was buried under the cars from the elevated collision she was riding.

* * *

Remember all the hoopla over the "Golden Spike" locomotives being constructed for the National Park Service's Promontory Summit display? Well, they are expected to be installed late in 1978. Built by O'Connor Engineering Laboratories, Inc. of Costa Mesa, California under a $1.5 million contract, they are to be mirror-images of the originals, CP's Jupiter and UP's #119, right down to the red paint, copper trim and tone quality of their bells.

In case you're wondering how the new builders knew what the original bells sounded like, according to Chad O'Connor, inventor, engineer and president of the California firm that is fabricating the engines, "two things are responsible for the sound of a bell—its shape and the materials used in its casting. The shape of the bells was easy. We could determine that from old photographs. To determine the metal formulas, we went into the archives and found exactly what metals, in what proportions, they used to cast locomotive bells at that time in history. The sound should be just right.

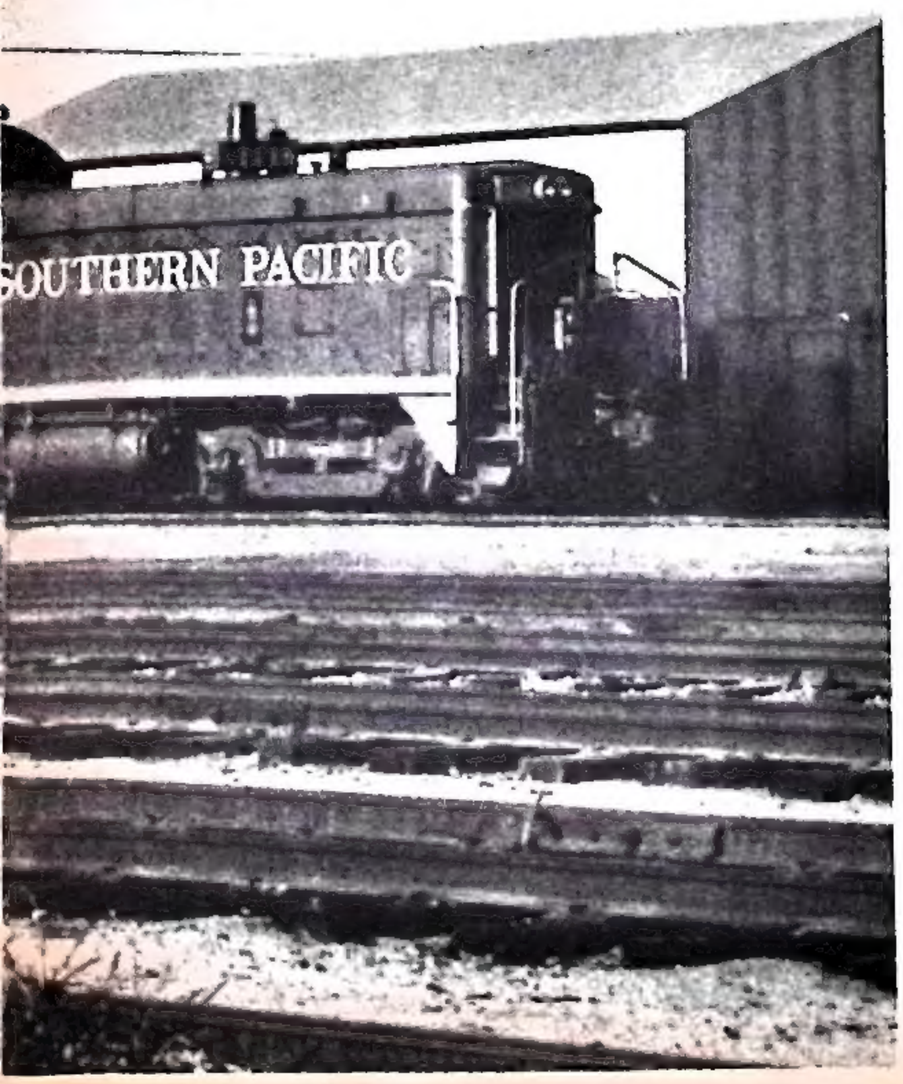
For the purists among us, the new locomotives will differ in three principal ways from the originals: They will be fabricated of modern alloys

instead of carbon steel. They will be fueled by oil instead of wood (which the Jupiter used) and coal (used by the 119). And they will use welded, not riveted, boilers. For the sake of visual integrity, however, the boilers will display dummy rivets and the tenders will be loaded with their appropriate fuels.

* * *

Conrail reports placing over 4.5 million ties in a nine-month period beginning April 1, 1976. In addition, over 727 miles of welded rail was put into place as well as resurfacing of over 8200 miles of track, surpassing all goals set by the USRA except for the last due to an early freeze in December.

Rail service on the Delmarva Peninsula south of Pocomoke, Maryland and in the Norfolk, Virginia area is scheduled to be discontinued March 31st, following a decision by the Commonwealth and county officials not to subsidize Conrail's operation of the light density line. The track to be abandoned includes the 63.5 miles between Pocomoke and Cape Charles, Virginia, the car float operation between Cape Charles and Little Creek, Virginia and seven miles of trackage rights between Little Creek and Julian Avenue in Norfolk.



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RAILROAD BOOKS

Rails Around The Loop, by Gary Morgan, published by Centennial Publications, 1400 Ash Drive, Fort Collins, Colorado 80521, 6x9", softbound, 42 pages, $2.25.

This little book is about one segment of one narrow gauge railroad in one part of Colorado, the famous Georgetown Loop of the Colorado and Southern. Generations of fans have lived without seeing a train on this interesting little line (it was abandoned in 1939), yet unlike many other "interesting" former railroad spots, the old narrow gauge C&S, and especially the Loop has lingered on with a stubborn group that not only has refused to let its memory dim but has actually seen fit to relay part of the line.

Author Morgan has done a credible job in text and photo gathering of the past, which is the predominate part of the book, the present, and of course, the hopeful future. Narrow gauge fans, as well as buffs in general will find "Rails Around The Loop" worth looking into. E.L.F.

The Water Level Route, New York to Buffalo, by Charles M. Knoll, published by the Rochester Chapter of the National Railway Historical Society, Box 664, Rochester, NY 14602. 8½x11", softbound, $4.95.

The title implies the railroad, the New York Central, and the segment covered in this book and the cover shot, a beautiful PR photo of a Mohawk and what seems like an endless string of red and grey Pacemaker cars, makes this book worth it for that alone. The photo is so good, and the reproduction so nice it almost makes one want to throw away his 35mm cameras and resurrect a view camera and tripod

In 66 pages, the author and illustrations take you on a tour of the New York to Buffalo line from beginnings on up with plenty of background on such things as mainline, branchlines, wrecks, working on the railroad, various publicity releases and an excellent assortment of first-rate photos. An excellent book and a definite plus for any library. E.L.F.

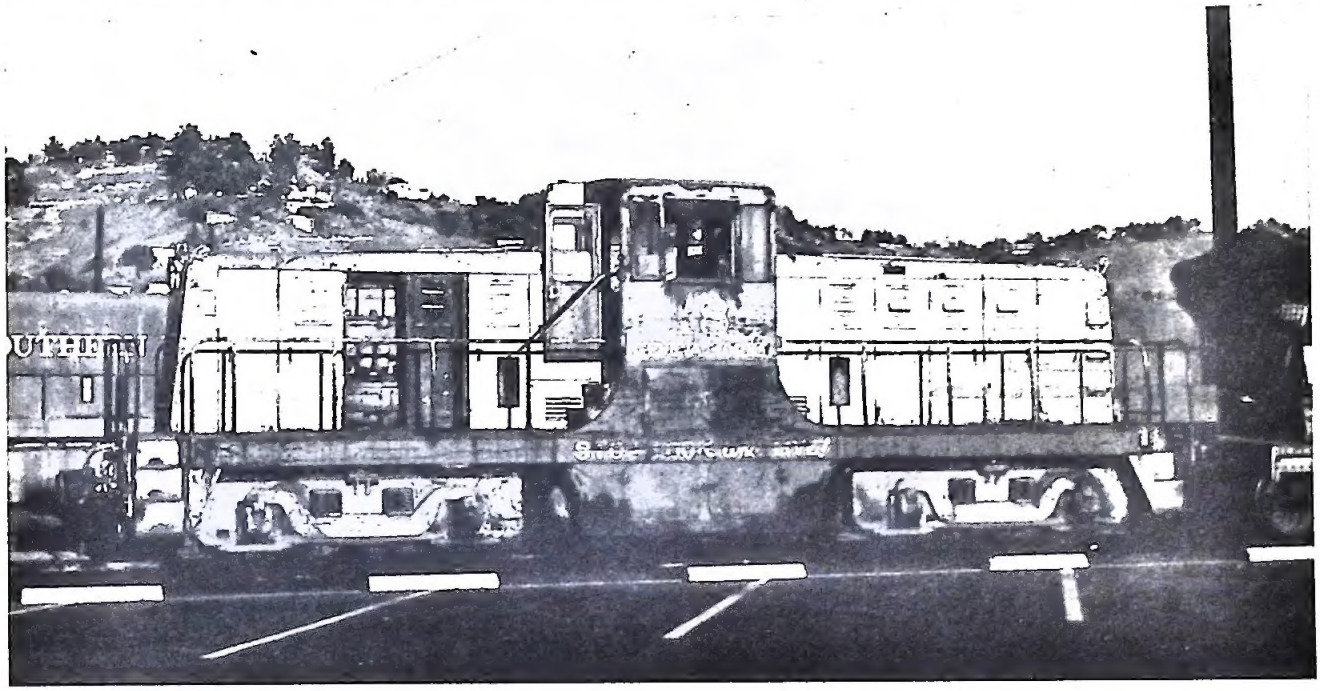
Amtrak 1977 Deskbook, by Craig T. Anderson, published by Rail Transportation Archives, P.O. Box 1970, San Francisco, CA 94101, 5½x8½", softbound.

Softbound, so-so printing, not the greatest of layout, that could be many published items, but we're talking about an appointment book with a week's worth of days on the right pages and some form of Amtrak related photo on the left.

Not as accurate as the calendar the Pharoah's used, Rail Transportation Archives did manage to get all of the Julien days into the book, complete with the unfair treatment of February, still the underachiever it always is with only 28 days.

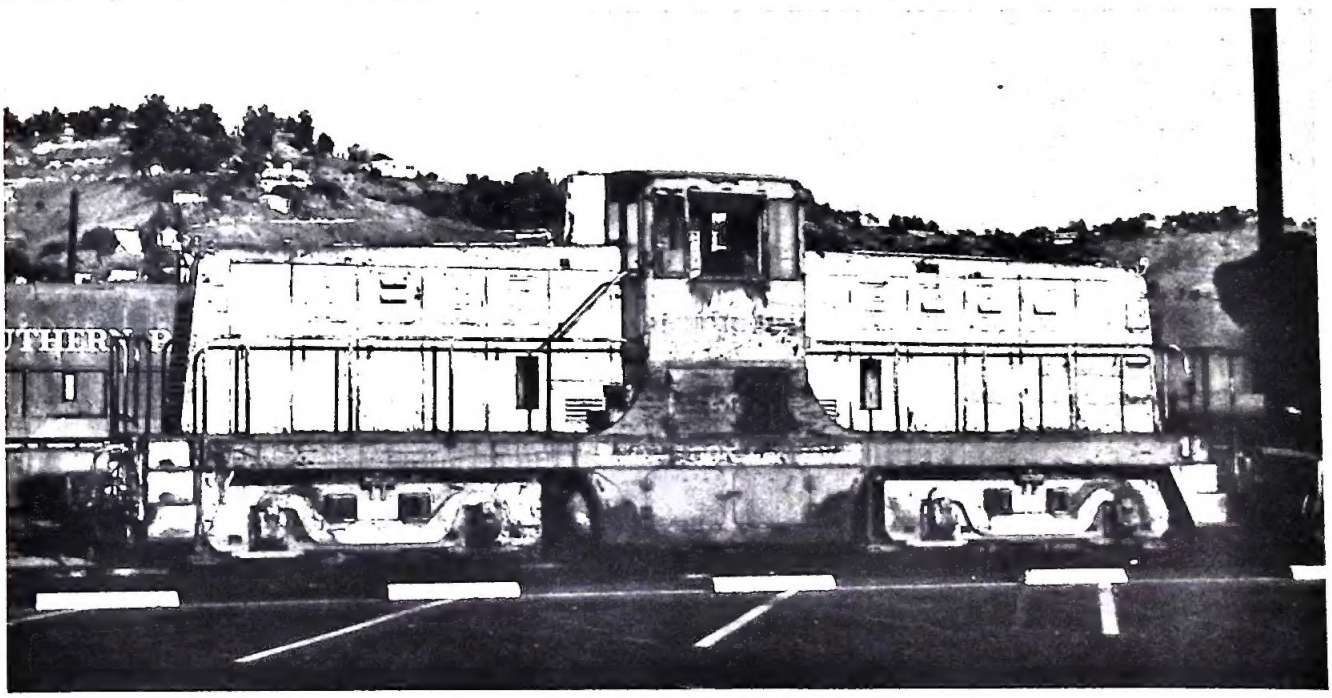
The writing and photography are all by Anderson, the former is informative and nicely done, the latter, well, the author should stick to writing. It's not that the photos are bad, it's just they're not as good as they could be. M.M.

RAIL PHOTO CLINIC



A GE center-cab switcher probably going to scrap. It turned up one day in a Southern Pacific yard far from home. Fortunately there were no phone poles or other tacky items in the background, but the doors were open.

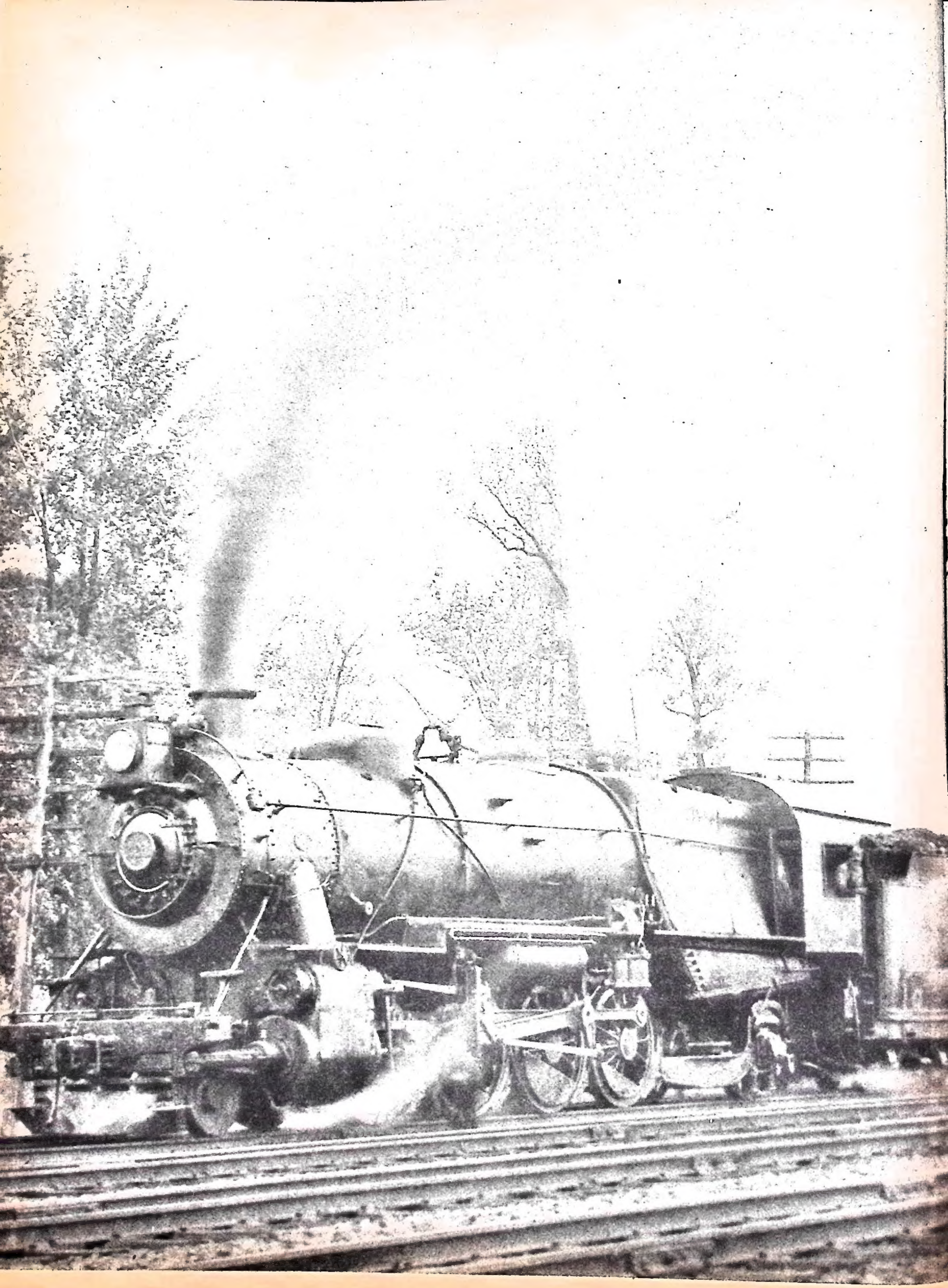
After checking with local workmen, we found out there was no intention to work on it, or have it moved and they said it would be OK to close the doors. It's still a tired and beat up little switcher, but photographically, it does look a bit better.



Visits to yard facilities seldom yield excellent photo results. There are hordes of telephone poles, wires, shop buildings and general debris that all seem to get in the way of the particular unit that caught your eye. All these things are inevitable and there is little one can do except try and get the best angle with the least amount of glinch. But there is something you can do.

Where there is time, and permission can be obtained beforehand, close the various doors on the engine hoods and cabs. Again, permission beforehand is stressed. Usually, if the facility does not mind fans poking around—and most smaller yards usually don't —asking first will also give the workers a chance to inform you if the unit is about to be moved, or if they're working and the doors have to stay open.

It's a small item, but closing the doors of a unit can make the picture that much more interesting, and you too will soon see "what a difference a door makes."



Prosperity Special

With the slump of post World War I causing a downturn in business, Samuel Vauclain tried a bold publicity stunt.

By Kevin Ohlson Photos courtesy Golden West Books

Sam Vauclain will long be remembered by the railroading world. His various contributions in locomotive design as well as his rise from shop apprentice to president of the Baldwin Locomotive Works are demonstrative of the type of man he was. But perhaps some have forgotten how Mr. Vauclain helped lead this country out of the post World War I economic doldrum.

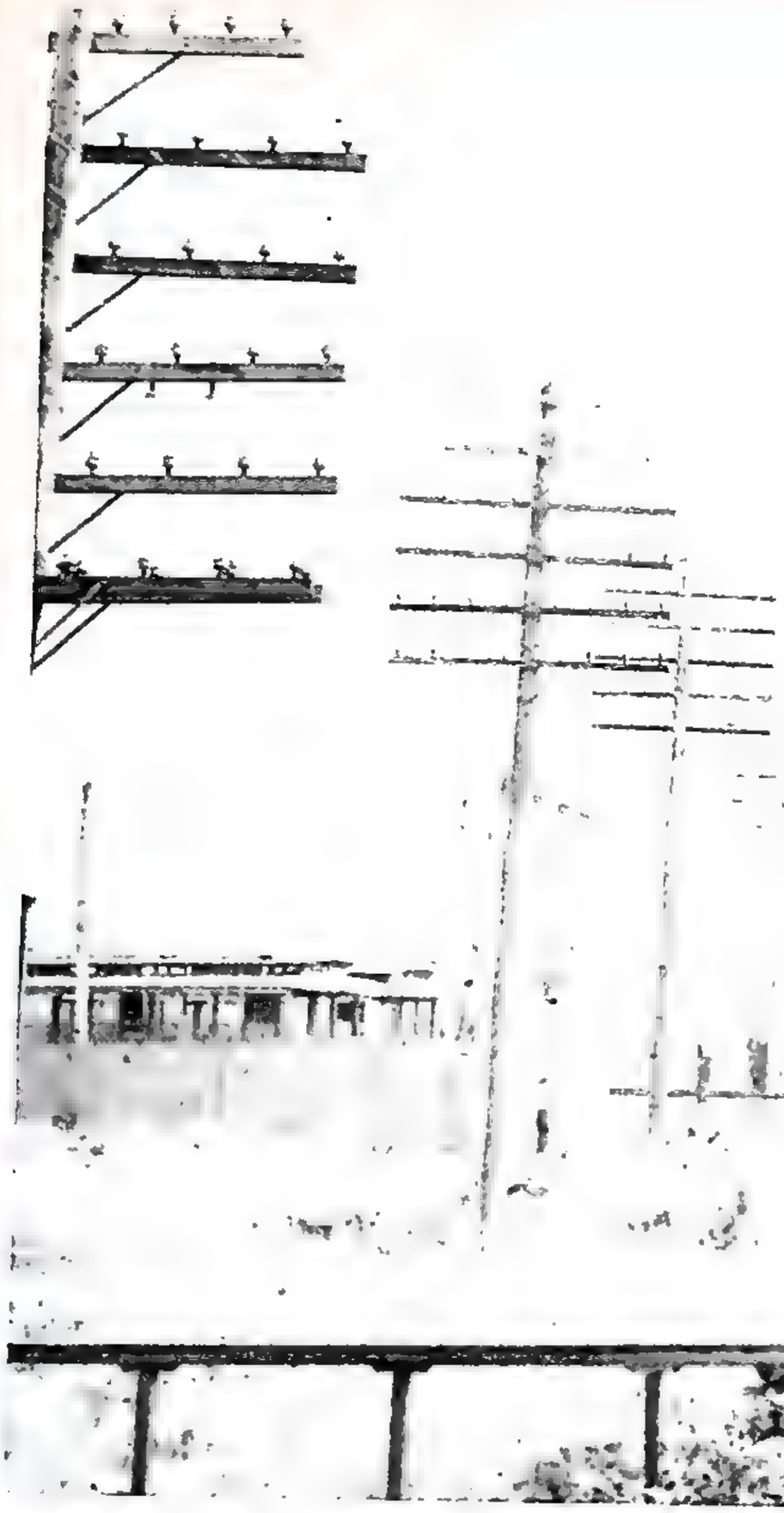
Baldwin Locomotive Works, as well as other locomotive builders, was feeling the full effects of this depression. But Vauclain was not one to be down long. One morning in the Spring of 1922, he gazed out of his office window and took note of the accumulation of 2-10-2 (Santa Fe) type freight haulers. Emblazoned in the new paint on the bulging plates of their Vanderbilt tanks was the logo *Southern Pacific Lines.*

His look was one of pride, for he had designed these unique motive units from the 2-10-0 (Decapod). By adding two wheels under the cab, this locomotive could negotiate 20 degree turns and run backwards with less chance of derailment. The Espee had ordered fifty of these locomotives the year before, and with the dormant economy Eddystone had concentrated on completing the order. The road had no immediate use for their order, and the bulk of the output was still intact.

Baldwin's president pondered for a moment, stroking his chin with his powerful crooked fingers — acquired with his youthful employment, fluting drivers at the Altoona Shops of the Pennsylvania Railroad. Vauclain remembered how he had captured the export market back in the 1907 depression, to the tune of two and one-half million dollars. He had sent Consolidations to China and compound ten-wheelers to Paris, and kept the plant in partial operation while others closed their doors. But what *tours de force* would be needed to do it again?

With a sudden flash of inspiration, he picked up one of the dozens of phones on his desk and asked for his transportation manager, W. A. Garrett.

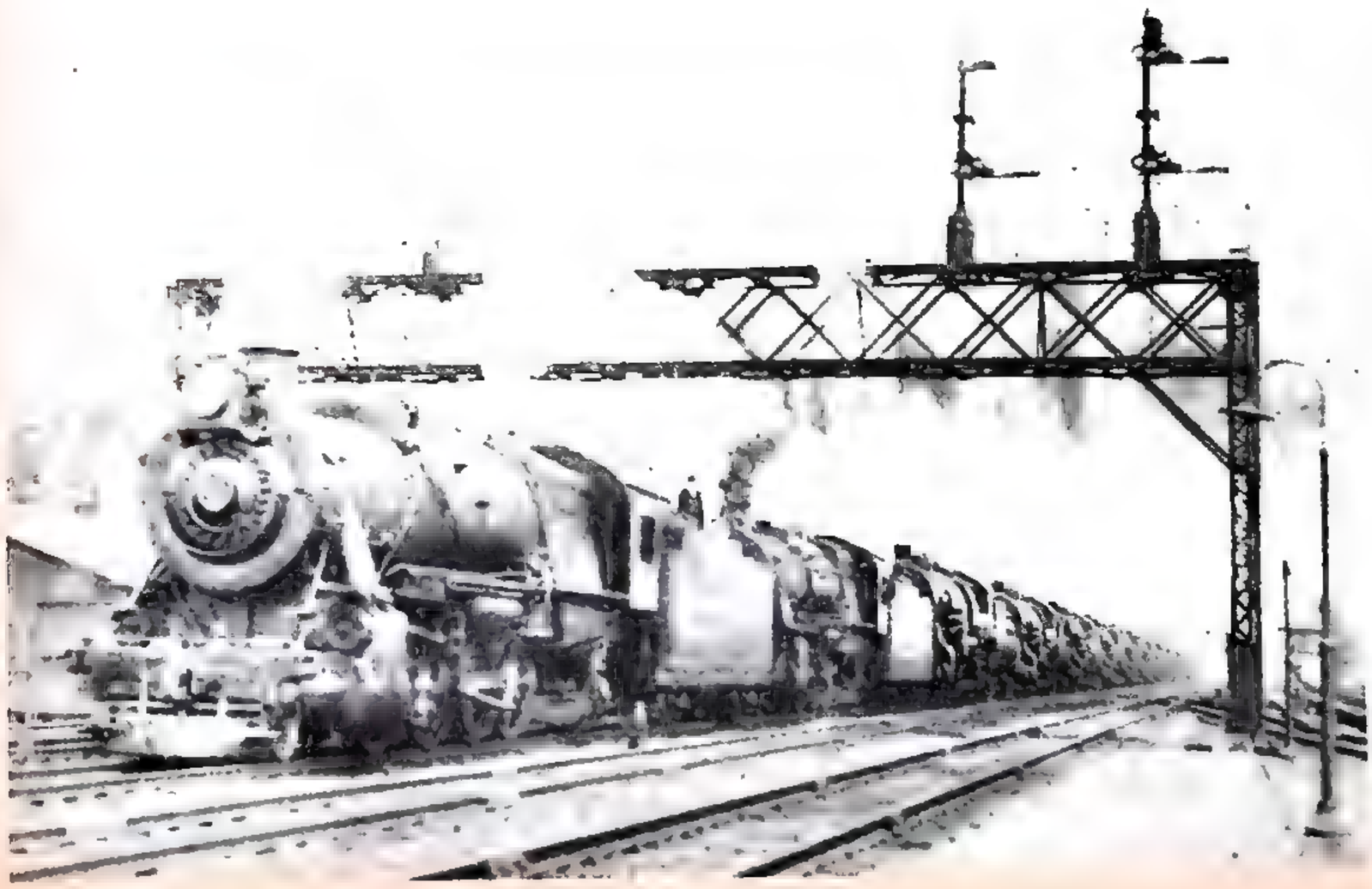
"Garrett, about this Southern Pacific order. How many could we deadhead to the coast as one train?" There was a calculating pause. Engine manufacturers did not normally send locomotives out in trainloads. Usually the line wanted a unit as soon as construction



Preparing to leave Eddystone, the twenty "Santa Fe" type locomotives are lined up behind a pair of Pennsy Mikados.

An order of fifty 2-10-2s for the Southern Pacific sit outside Baldwin's Eddystone plant, prompting Vauclain to try something special.

Pounding underneath a signal bridge on the Pennsylvania Railroad, The "Prosperity Special" presented a memorable sight.



was completed, and they went out in ones or twos, cut into scheduled drags. Garrett was understandably cautious with his estimate.

"I can't say, Sam. We plan to route them via the Pennsy, Cotton Belt and Espee. Possibly they'd handle twenty at one time, that's four thousand tons. But I don't remember ever having shipped so many at one time."

"Garrett," said Vauclain, "you're slipping. How about the time we sent a four-hundred-eighty ton train to Chicago in 1892. Put 'em on the back of old 82 and had the whole country talkin' 'Baldwin' for a month. It was good publicity then, and there's no reason why we can't make it work again. Now here's what I have in mind. You get on the wire and contact Southern Pacific. Tell them that we want to couple just as many of these 2-10-2's as they're willing to take in one batch. We'll run them over the road in a display of power like nothing the country's ever seen before. We'll beat the drum at every division point. Point out that this train is a symbol of one railroad's faith in the future, of returning prosperity. Prosperity. That's it, we'll call it the *Prosperity Special*."

As Garrett had predicted, the Pennsylvania Railroad, the St. Louis-South-

Pausing before completing its trip to Los Angeles, the Special was greeted by large crowds at Southern Pacific's Riverside (California) depot.

Probably causing the bridge designer a few moments concern, the train of 2-10-2s pauses for the photographer on the St. Louis Southwestern.

western and the Southern Pacific had limited this "train of engines" to four thousand tons, routing it over trackage with sufficient clearance and bridges. (The locomotives stood sixteen feet four inches high, and stretched ten feet ten inches between cabboards.)

On Friday morning, May 26, 1922, Sam Vauclain outlined the company's objectives before releasing the train from Eddystone. The following excerpt sums up his speech:

"This great demonstration originates of a desire to show the people of the United States of America that business is not dead in our country as it is in many parts of the world. It has been done to inspire confidence, not only here but abroad, so that we may go forward to achieve our usual victory and have prosperity restored to us . . ."

After Vauclain finished, other speeches from state and federal officials, including Pennsylvania Governor Sproul, addressed the train. And at noon, with the conclusion of all the speeches, the most exceptional extra ever on American trackage, powered by three Pennsylvania Railroad Mikados, slowly hissed its way southward out of Eddystone.

In order to get the most exposure as possible from the Special, a schedule was devised so that the train would run as often as possible during daylight hours. On the Keystone system, there were overnight stops at Perryville, Maryland; Enola (now Harrisburg), Altoona and Pitcairn (near Pittsburgh), Pennsylvania; Canton and Crestline, Ohio; Ft. Wayne, Richmond, Indianapolis and Terre Haute, Indiana; and East St. Louis, Illinois.

"Prosperity and National Thrift" along with the spirit and valor of industry were toasted by the governors, mayors and railroad officials at every stop. But the real enthusiasm came from common folks who lined the right-of-ways. Allegheny farmers paused at their plows to see the glistening giants snake in and out of view at eleven miles per hour. Lines of automobiles honked their horns at Lewistown Narrows, and crowds of Burnhem workers, who had forged engine and tender wheels for the train at the Standard Steel foundry, raised a proud cheer at the station platform. But the workmen of Burnhem were no prouder than the residents of Altoona, Sam Yauclain's home town. Railroad heritage had deep roots in Altoona—Andrew Vauclain, Sam's father, brought his family there after he helped Mathias Baldwin build *Old Ironsides*.

At Pittsburgh, all traffic on the adjacent westbound tracks were cleared for a moving picture train, which crawled just ahead of the Special. It must have been some sight to see twenty-six cabs (the Pittsburgh Division had assigned six of its largest freight hogs to see the train through the mountains) on the Horseshoe Curve with the repetitious Espee logo.

All along the route people crowded to get a view. Pittsburgh overloaded the Smithfield Street Bridge. Ohio school children were dismissed from classes.

Prosperity did not always move forward. Because of restricted yard clearance in Columbus, it was impossible to use direct trackage to St. Louis. The *Prosperity Special* instead went to Ft. Wayne, Indiana, where a battery of lights was set up to illuminate the most boisterous praise of the entire run. Even the engines had trouble keeping their feet on the ground—two of them jumped the rails while taking a sharp turn in the yard. But it was because of further switching complexities that Garrett (who, traveling with the train acted as Vauclain's representative) decided the best way to run the 62 miles between Ft. Wayne and Richmond was backwards! And the train ran the ten-hour trek without a hint of derailment. Heavy rains weakened rail embankments, and the Special was forced to split into two sections from Richmond until East St. Louis.

Overnight stops along the Cotton Belt included Jonesboro, Pine Bluff and Texarkana, Arkansas; and Tyler and Corsicana, Texas. Along the way railroad officials promoted the merits of railroading over conventional animal-power, and tried to convince farmers of the reasonableness of prevailing transportation charges.

The Commonwealther, house organ of Commonwealth Steel, said it thusly: "Each engine represents three thousand horsepower, so that this train, moving across the country, is the equivalent of sixty thousand horses, which, at two hundred dollars each, would cost twelve million dollars, or more than ten times as much as these locomotives. That's what keeps railroad shipping costs down!" The Santa Fe type engines actually cost closer to $100,000 apiece; the train did represent over 1,500,000 pounds of tractive effort.

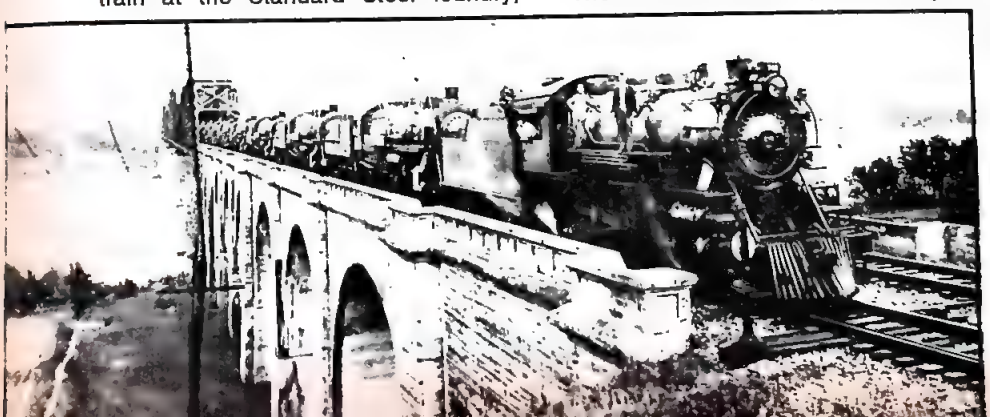
The *Prosperity Special* was to have been broken up at Corsicana, and the engines delivered to various parts on the Southern Pacific system. So Garrett was no doubt surprised when the Espee management, because of the enthusiasm the train generated, decided to keep the train intact to Los Angeles.

At the request of the Houston Chamber of Commerce, the celebrated train did a short about-face on its East-West journey, but then continued on to Glidden, San Antonio, Del Rio, Sanderson, Valentine and El Paso, Texas. But it was not without an added effort. Floods delayed the scheduled progress, and the train was forced to run at night. The Special scarcely stopped between El Paso and Colton, California (where it was cleaned up before entering Los Angeles). This could have been attributed to the motive power called up by Yuma Division Superintendent W. H. Whalen—two Mikados at the business end, a Consolidation and a Mikado behind the tenth Santa Fe, two more Consolidations at the fifteenth dead engine, and a Mallet to bring up the rear.

In a procession of power the likes of which had never been seen before and would never again be seen, the *Prosperity Special* chased the Gila River to the Colorado River, dove to the floor of the Salton Sink, and pulled into Los Angeles' Exposition Park, right on (revised) time at 5:40 p.m., June 30th.

Over 5,000 people from all over California, were on hand to greet the train. Thousands more visited as the train stayed the weekend. (Eventually, ten of the Santa Fe types went to Sacramento, and ten stayed in Los Angeles.) A native daughter somewhat belatedly christened the train.

The *Prosperity Special* had run over 3,740 miles without a single overheated bearing, and only one minor derailment. But Sam Vauclain had won his gamble. His train proved to be a symbol of the country's return to prosperity. As for Baldwin Locomotive Works, in the twelve-month period after completion of the Special, the company received $31-million in orders.



By Donald Sims

ROCKY MOUNTAIN DIVISION

Never a more appropriate name for any road's section of track, the Northern Pacific mountain line was always a hotbed of activity.

Almost from the moment that railroad building peaked out in the early 1900's, names have been disappearing. Little ones were made into bigger ones and the trend shows little sign of more than temporary pause, though certainly the number of potential mergers are reaching minimum levels.

When Burlington Northern was formed a few years ago it was almost a family event, since during one time or another, in one form or another the principals had always been somewhat related through stock ownership or mutual interests. It was however admittedly a melancholy event to see a number of names submerged into a new imagery and to realize that one of the legendary figures to disappear would be Northern Pacific, a road whose somewhat somber diesel dress would never again grace the raw boned scenery of Montana.

Along the great iron clad road that stretched westward out of the Twin Cities towards Northwest Pacific states, one splendid section of the journey always stood out, called by name in NP's operational scheme, and very descriptively at that, the Rocky Mountain Division. Approaches to it from either flank were by comparison of gentle rank; across the budding wheat fields of the Dakotas, through the rolling hills of Washington's eastern counties and into Idaho's brief panhandle.

But once into Montana's centerpiece it was tough going, even for multi-grouped diesels. Weather too, has always been a constant burden, particularly in those months when frigid Canadian air spills downwards in great gulps of semi-arctic impact. With each multi-degree drop in a thermometer tonnage must be diminished, else too

In the year 1952, Northern Pacific EMD FT's weren't yet ten years old. Westbound out of Livingston for Bozeman, a four-unit set led by #5408 has an articulated tied to its tail.

Photos by the author

Two first-class passenger trains traversed the Rocky Mountain Division in diesel days, the NORTH COAST LIMITED and the MAINSTREETER. Pausing at Missoula on an eastbound run, its passenger F was easily identifiable by paint scheme and logo.

Before going to a two-tone green, this was the standard passenger paint job, not much different than basic freight car body colors and styling. The place is Butter and the year is 1953.

many sticky journal boxes keep a train from leaving some frozen side track. NP had a regular set of rules on this subject and nowhere was the chill factor more keenly felt than on the Rocky Mountain's self explained mountain pathway.

Before it became BN and traded its individualism for the bigger group, NP's Rocky Mountain section consisted of five main stem subdivisions and just under a dozen branch lines, all contained within Montana borders.

Busiest railroad town on the line was Livingston, a one time out-west type of cowboy town that still caters to gawking tourists who arrive in air-conditioned cars to buy genuine Indian artifacts made in some main street emporium. But it was the railroad that made Livingston, built as it was around a yard and an important set of back-shop buildings.

The cowboy and the horse made their mark and have gone, save for legend. Unfortunately the same has to be said for the Northern Pacific, which in its terminal decades sufficed on a steady diet of diesel locomotion. The shops, which were once boiler plate traders for mallets early on, grasped the technicalities of pistons and traction motors, as is still done today under the merged scene. When blunt nosed F's supplanted heavy breathing Z Class 4-6-6-4's, surely old timers must have waxed nostalgic about the good old days. Undoubtedly a contemporary poll would turn up similarities about the fading memory that was a railroad corporation named Northern Pacific.

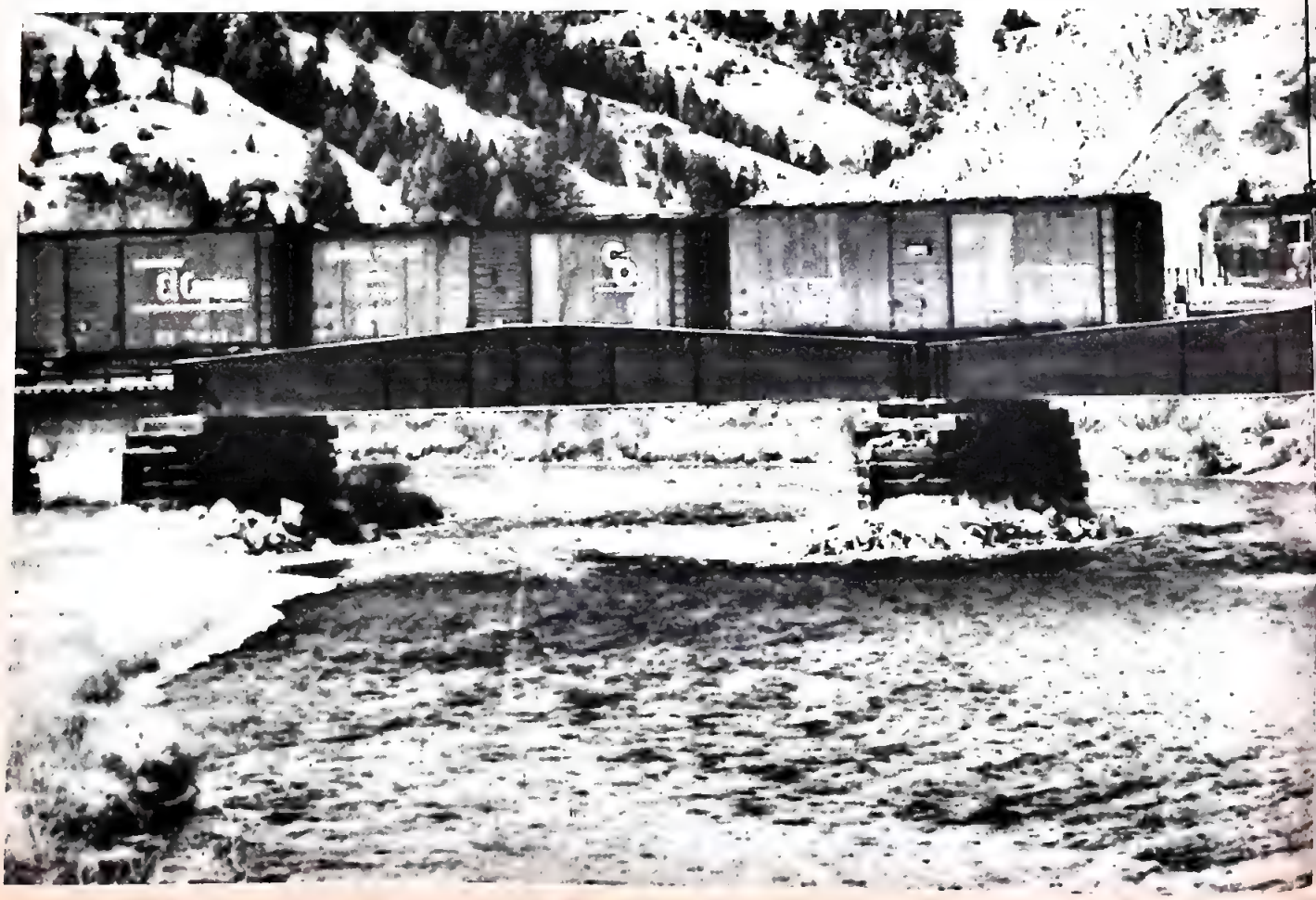
Every railroad that runs a divisional setup with numbered components needs to have a First Subdivision and on the Rocky Mountain Division it started right out of Livingston, going west. It was also appropriately enough the toughest run, encompassing a climb up Bozeman Pass, a gap nesting at mile high altitude between the Bridger Mountains to the north and the Gallatins to the south. Leaving a cluster of large back-shop buildings behind, most trains during the early diesel epoch were provided an assist, initially by big mallets, but ultimately by a couple of diesel units, till eventually the helper power all but disappeared. Once the pass was conquered, a double-tracked cross section slimmed to one, the more familiar hallmark of western railroads had slipped across a valley floor to Logan where an interesting split took place.

While the first subdivision curved off towards Helena, the Second Subdivision began, taking with it the premier varnish schedule, the North Coast Limited. A slower companion, the Mainstreeter, was routed via Helena with most of the through freights.

Mountain railroading takes its toll on equipment as the nose of passenger F3 #6506A attests. Wearing its passenger paint, the motive power was attired to match the rest of the North Coast Limtied.

The MAINSTREETER takes a short pause at Garrison, Montana. This train bypassed Butte to serve Helena, then rejoined the other mainline subdivision at Logan.

Early dieselization of branchlines saw EMD Geeps take over for ten-wheelers and the like. NP 270 and 271 were only months old when this photo was taken.



Just west of Logan is a small village called Three Forks and here NP tracks met up with Milwaukee's electrified line, the carriers making a crossing of the Continental Divide about two miles apart before slipping into Butte.

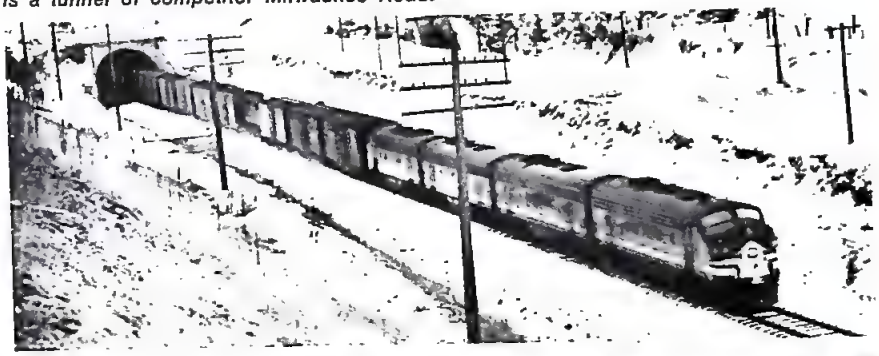
From Butte the track was designated as the Fourth Subdivision, coursing through a canyon or two before reaching Garrison where the main route from Helena was rejoined. Essentially the 2nd and 4th subsections handled the North Coasts, a local freight or so and some industrial work around Butte, that's all. The through freights were routed to Helena, then picked up the Third Subdivision west of Helena.

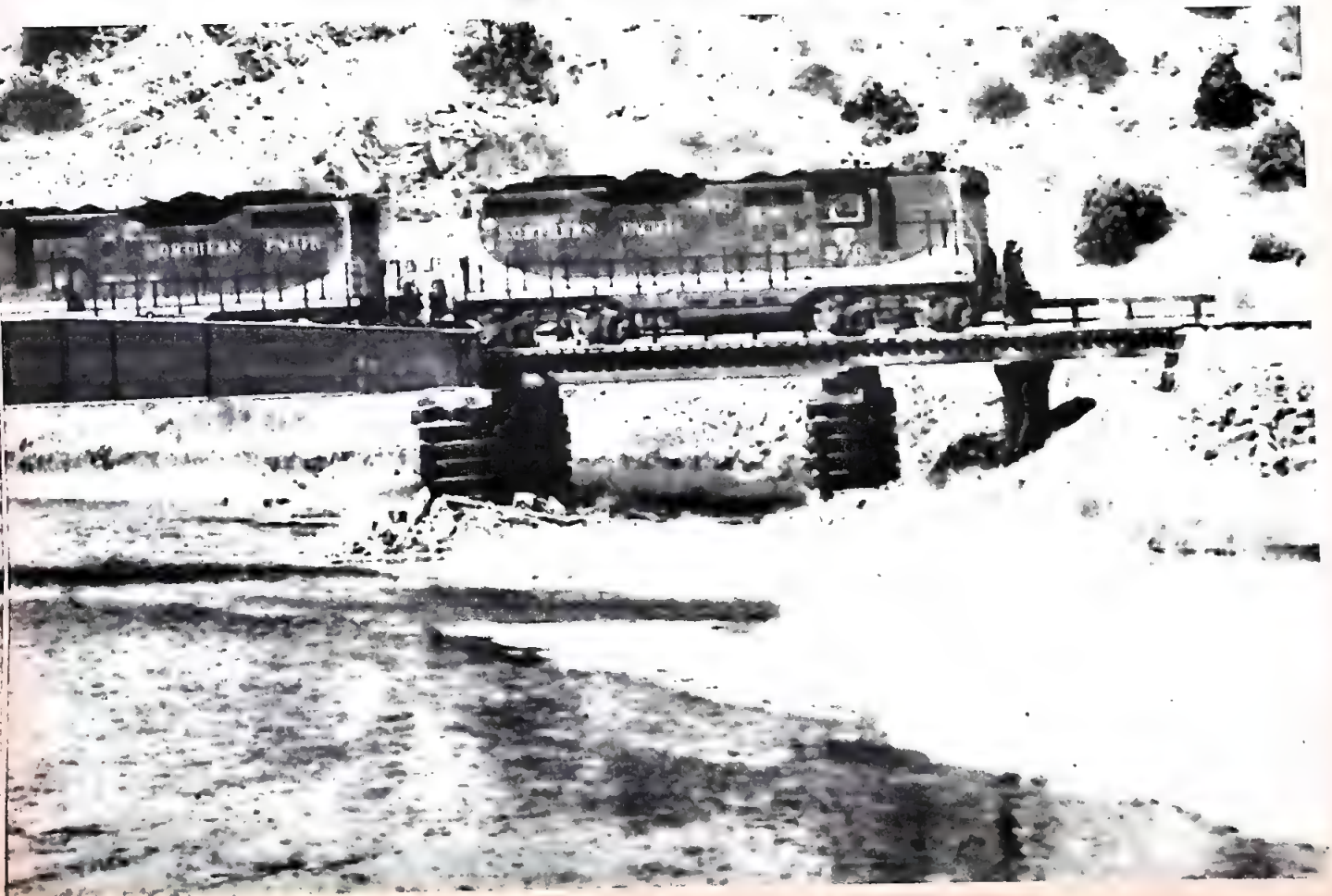
The 3rd climbed out of Helena to Priests Pass where by means of Mullan Tunnel it burrowed through a ridge of the Continental Divide, then slipped down to Garrison from which point it continued on to Missoula, completing a 119 mile district.

The Division's western border was at a place called Paradise, but there were two routes out of Missoula to get there. The Fifth Subdivision looped through St. Regis, then up a river to run off 99 mileposts while a shorter route through Dixon hosted both passenger runs and traced only 64 miles. Depending on how traffic was running, a dispatcher might send through freights over either route since both

Covered wagons were favored for mainline mountain work on the NP due to their excellent visibility over high-nosed hoods. In additon, any mechanical work the crew might have to do while on the road could be accomplished from the inside, an important consideration in the winter.

Against a white wintry background, 6000 horsepower drums out of one of the line's many tunnels. Just behind the third unit is a tunnel of competitor Milwaukee Road.





While the NP tried to keep various first-generation types together, the introduction of second-generation U-boats saw that pattern regularly broken. A pair of EMD F's lead a trio of U-25C's on the first subdivision.

Brand new U-boats wait in the whole at Paradise, Montana. Today this is all Burlington Northern territory and multi-unit diesel combinations of all varieties are the order of the day.

General Elecric invaded the territory during the second round of dieselization. A trio of six-axle U25C's are occupying fifth subdivision territory near Frenchtown on one of the early runs.

were signaled. A rash of branch lines, some running to fifty miles in duration completed the physical picture.

The diesel years on Rocky Mountain Division opened with a batch of EMD FT's, they of the angular roof hatches and porthole windows. This early contribution mingled with the big 2-8-8-4 Yellowstones and 2600 class Northerns at the start, then gradually steam faded into a now long ago memory. Then it came the turn of later style F's, carbodies assigned to both freight and passenger schedules. Eventually NPs artists replaced the somber black with yellow stripes of passenger units with a nifty two-tone green cape that added much to what had been heretofore a rather conservative, blase look on varnish equipment. Freight power however retained the old standard and if not exactly garish it proved functional.

Thus the F unit, freight and passenger became the standard fare for Rocky Mountain Division trains in the late 50's and early 60's, followed into service by Geeps which soon took over the locals and served in a dwindling role as helper power.

Over most of the years of the diesel era NP managed to keep its power together, same type models usually appearing in consort with their own kind. At least this was true on the Rocky Mountain Division. Eventually when second generation power put in an appearance, initially in the form of six axled GE U-Boats the same philosophy held true. Soon however SD-45's put in an appearance and eventually the NP mixed them as well as any road, so that carbodies, low noses and Geeps came to appear in each others company. The days of purity were over. Northern Pacific was to end shortly too.

Of modest fortune is the fact that man's fleeting and often undetailed memory is supplanted by lens and film. The recording of Northern Pacific was to end shortly too.

Of modest fortune is the fact that man's fleeting and often undetailed memory is supplanted by lens and film. The recording of Northern Pacific in two dimensional form can resurrect an imagery that really isn't that far gone nor totally lost to view. The scenery's still the same up in Montana, it's just that the corporate logo that passes by is but another in a historical progression that reaches towards the few and the big.

One wasn't Northern Pacific nor the Rocky Mountain Division.

Left: VRT works the freight train at Seiskemäki in September, 1974. The locomotive was built by Tampella in 1957.

At left: Class K is a rather graceful, 2-6-2T design by the St. Petersburg firm of Lokomo. The trailing truck was added to handle the weight of smaller fuel.

Overshadowed by numerically superior British and German equipment, the Finnish steamers were definitely in a class by themselves.

The Twilight of FINNISH STEAM

By Ron Ziel *Photos by the author*

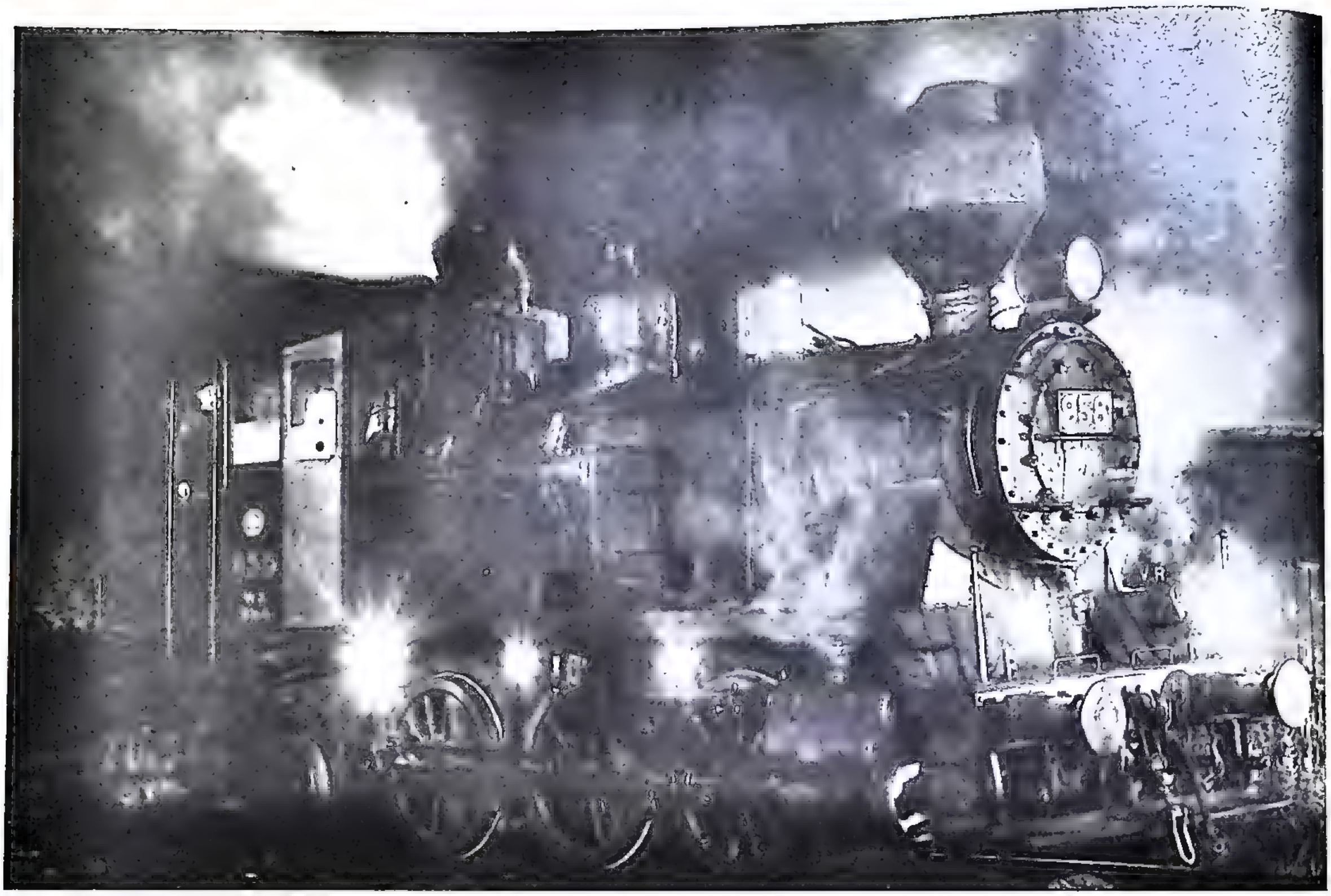
Finland, a grand duchy of Czarist Russia, gained its freedom after World War I and has lived uneasily in the shadow of its former colonial master ever since. Just prior to World War II, Stalin tried to get Finland back, but was repulsed by the bold Finns, who fought off the Soviet invasion, retaining most of their homeland intact. Since then, Finland remains a paradox; domestically its citizens are free and prosperous, but its neutrality is strictly enforced by the close proximity of the Soviet Union. The Finns are friendly, very western-oriented and live in what is perhaps the cleanest country in the world. Even in the last years of steam traction on *Valtion Rautatiet* —the Finnish State Railways—most locomotives were maintained in shining splendor, with their deep bluish-green boilers, black smokeboxes and running gear and brass numbers all agleam.

The story of the demise of VR steam is typical of other countries; with several thousand miles of track in a nation of 4 million population, over 700 steam locomotives were active in the early 1950's. By 1960, that total still remained close to 600, as the Finns began large-scale purchases of Russian diesels. By 1970, just 200 VR steamers were in regular service and the last 100 were retired by 1975.

Camparatively few railfans, even in Europe, bothered to pursue steam in Finland, which is explainable for two reasons. First of all, relatively remote Finland, offering just a few hundred engines, was overshadowed in the late '60's by countries such as Great Britain and France which had thousands and Germany, which still offered over a thousand active steamers as late as 1972. Secondly, VR steam was largely a seasonal matter in the last decade; there were three to ten times as many steam locomotives fired up in the winter, when the northern ports were frozen, as in the summer, when most railway photographers had vacation and the weather was obviously more agreeable.

In fact, this writer's two trips to Finland were made as jumping-off points to Eastern Europe, so that Helsinki was not so remote. The first jaunt came in November, 1970, en route to the Soviet Union and the second was in September, 1974, as a prelude to a third visit to the Soviet satellite countries of Eastern Europe. While many nations offered steam in greater quantity, Finland meant quality.

Most Finnish steam power was homemade by Lokomo and Tampella, with some engines coming from Germany and the United States. During the recent dieselization and the pending electrification, Russian power is in the forefront; not by choice (VR men



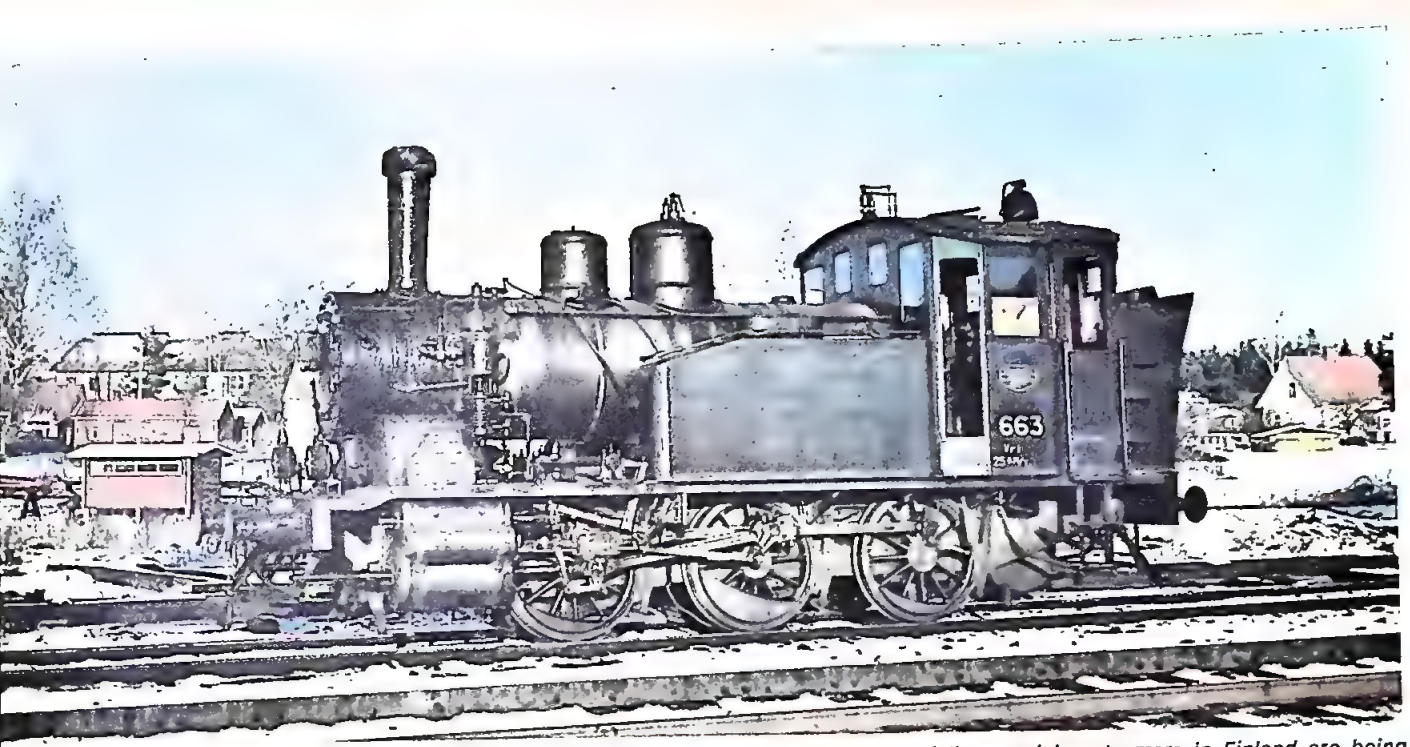
The last active steamer on the VR was 0-6-2T #958, which lasted as one of the Kuopio yard goats until September, 1975. Author Ziel caught the engine the year before.

Cold weather dictates bay windows on the engineer's side of the cab. We're inside woodburning 2-8-0 #1113 at Lieksa in September, 1974.

would much prefer western locomotives) but by the economic influence of the Soviets. Finland, having been a province of Russia, is criss-crossed with five-foot-gauge track, so all interchange is with the USSR.

The 1970 trip was just for three days and was limited to the Helsinki-Lahti-Kouvola area. Kouvola was the furthest south terminal with heavy steam activity; Helsinki having been dieselized just two years previously. At Lahti, one of the last remaining U.S.-built Vulcans was switching the yard and a pair of Tr-1 2-8-2's simmered in standby at the engine house. As I was focusing on the Vulcan, which was originally an 0-6-0T and had been converted to an 0-6-2T by the Finns to lighten the axle-load, a young Finn appeared on the other side of the engine and began to take pictures. Instant friendship in a strange land! He turned out to be Reino Kalliomaki, one of about 100 active railway enthusiasts in Finland. Reino was a student of dentistry and deeply involved in steam preservation at home and in forays across the border into Russia, where he managed to photograph Soviet steam. He later became president of the railfan club that operates a narrow-gauge steam museum line. Reino immediately took me under his wing.

With just two days to get pictures in the low light of winter up near the



A little over 200 steamers were all that was left of Finnish steam when author Ziel visited in 1970. VR 0-6-0T #663 is at Kouvola.

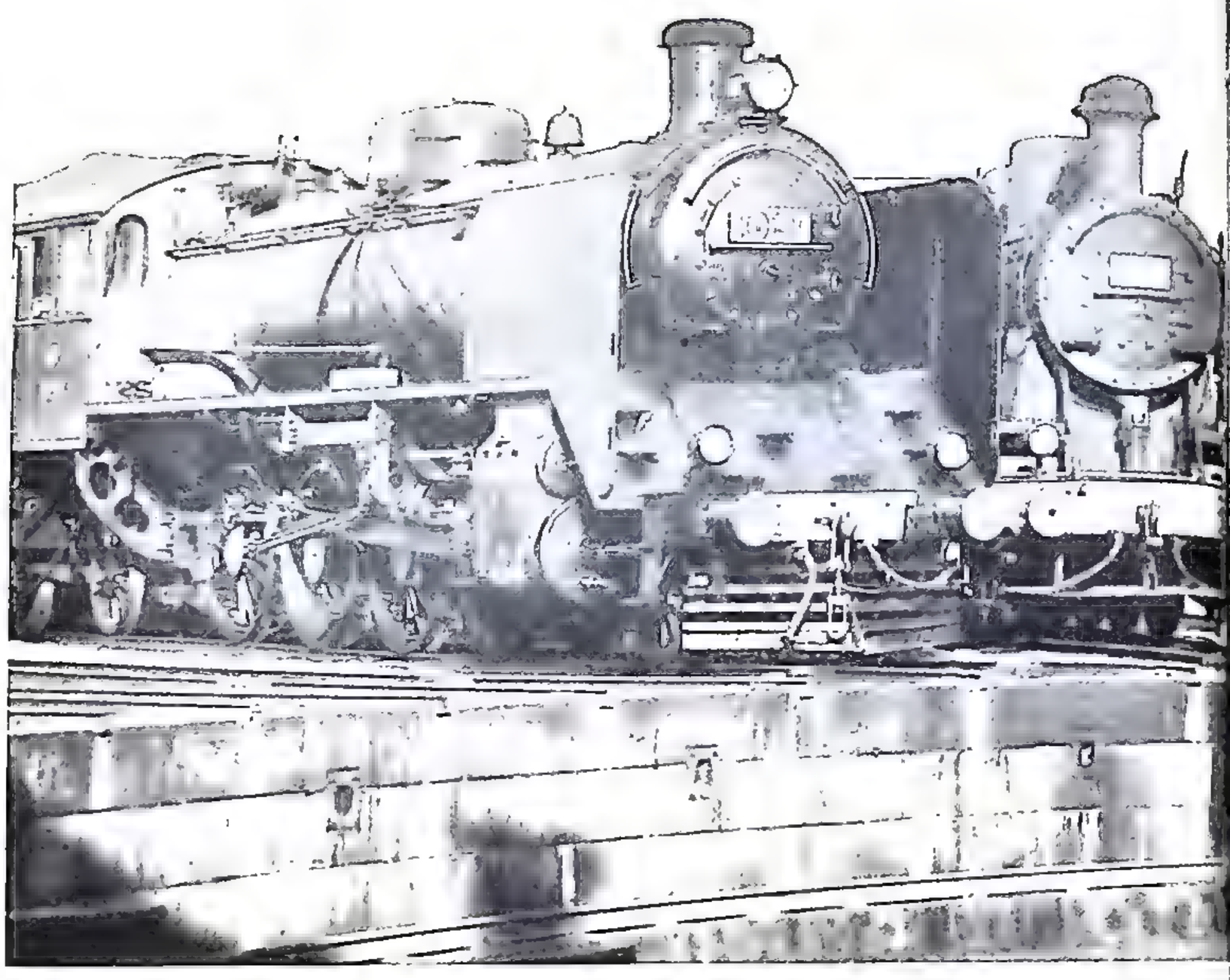
A number of the remaining steamers in Finland are being stored in operable condition in the event of a future emergency. With the possibility of an oil shortage, the steamers could be returned to service, burning coal and even wood if necessary.

Arctic Circle, Reino wanted every minute to count, so we drove off to Kouvola, a center for the most modern of VR steam; the Tr-1 2-8-2's and the last active Hr-1 Pacifics (the two newest 4-6-2's and most of the 2-8-2's stationed at Kouvola were VR's most modern steam power, built in 1956-1957). In addition to the big road power, delightful little 0-6-0T's and one of the big 0-10-0T's worked the yard, which was the big interchange point, where trains to and from the USSR were assembled and broken up.

The most amazing spectacle was to watch the enginemen jockey those little Vr-1 0-6-0T's, built by the German firm of Hanomag in 1921, all over the yard. One would cut a few Soviet box cars out of a train, run them out of sight down the other end of town, then a while later, the 24-degree cold would be split by a rapid staccato exhaust that sounded like a 4-8-4 hitting 80 and the little switcher, running light would blast into sight at 40 mph, furtively seeking out more Russian box cars to kick around! The three half-century-old switchers, consecutively numbered 662-664, put on quite a show; rather like sprightly young goats, while their much larger compatriot, Vr-3 0-10-0T No. 756, a 1925 Tampella graduate, rumbled about her chores in a slower, more dignified manner.

Although I got some good photos of the little Vr-1's, I missed one of the best shots of my career, when one of them backed over the turntable and into the roundhouse. A few moments later, she emerged and crossed the table with five cars behind her, just as I was reloading the only camera within reach! The 0-6-0T had been on a track which ran right through the house and she had retrieved the cars which were out behind the structure and out of sight. I don't imagine that I will ever again have the opportunity to photograph an entire train emerging from a roundhouse stall and crossing the turntable. Reino had returned to Helsinki and that evening I was very happy when he greeted me at the platform, as I was about to board the night train to Leningrad.

It wasn't until nearly four years later that I returned for a final look at the engines of Finland, less than a year before it was all over. Reino and I had kept up a lively correspondence, including several builder's plates, a number plate and a European crossing warning sign, with steam engine silhouette, that he had sent me. This time we made detailed plans to spend nearly a week in the early autumn, tracking down the last survivors of every remaining class of steam locomotive on the VR.



Only eleven months before retirement, a pair of 2-8-2's and a yard goat were photographed at Kouvola. The #1094, only 19 years old when retired, is in mint condition.

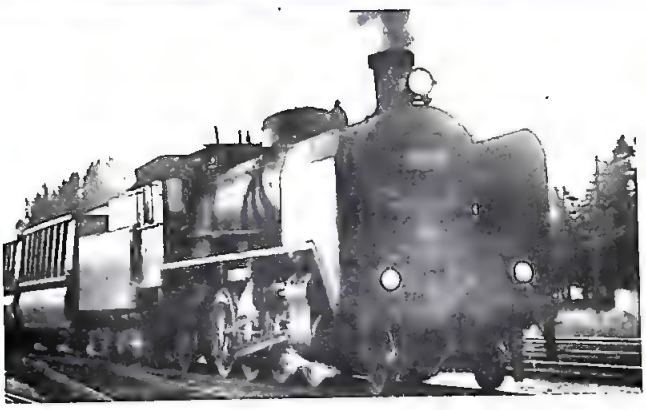
Even by the time of my first trip, the 4-6-0's had all been retired, but there had still been a number of thoroughly modern woodburning 2-8-0's, some built in the early 1950's operating. Basically, I had only gotten yard photos; barely enough for the Finnish chapter in "The Twilight of World Steam," which I co-authored with Mike Eagleson. In 1974, the intense pressures of hitting many countries in a short time to satisfy the requirements of the book was off, so I had time to really appreciate VR steam, in the form of lineside action of various classes and motoring over much of this beautifully forested and lake-studded land, to seek out the last stragglers of the steam roster in its very last autumn season.

A brief stop at Kouvola found that 0-10-0T #756 still handled heavy switching duties there and the newest 2-8-2's were steamed up in shining splendor. Kouvola was maintaining its reputation as the depot dispatching the shiniest engines, right up 'til the end .Although the last of the 22 Pacific's, #1020 and 1021, had returned to service for a few months in 1973, they had been withdrawn for good and and nowhere was a steam-powered passenger train to be found.

The next day, September 16th, 1974, was "Vr-2 Day," as we caught 0-6-2T's #955, 957 and 958 respectively, working at Haapamaki, Pieksamaki and Kuopio. These Vr-2's were built by Tampere in 1931 and we had caught over half of the active survivors in one day, along with some Mikados and the other remaining live 0-10-0T, #752. Actually, #955 was the only live engine at Haapamaki, but she had no scheduled work for hours, so the engine foreman obligingly had her coupled to a red fire-fighting train on a nearby siding and staged several photo run-pasts for us.

We headed further north, almost to the Arctic Circle, when we chased 2-8-2 #1072 with a freight, from Oulu, through such towns as Ii, Olhava and Waksniemi, into Kemi, just 15 miles from the Swedish border. Back in Oulu that afternoon, I saw my first fired-up wood burner in the person of 2-8-0 #1169, outside the roundhouse, where she simmered peacefully with nothing to do. Built by Lokomo in 1952, she was rivaled only by a few engines in Thailand and Indonesia for youthfulness in mainline wood burners.

Reino had learned that, at the moment, there was just one known wood-



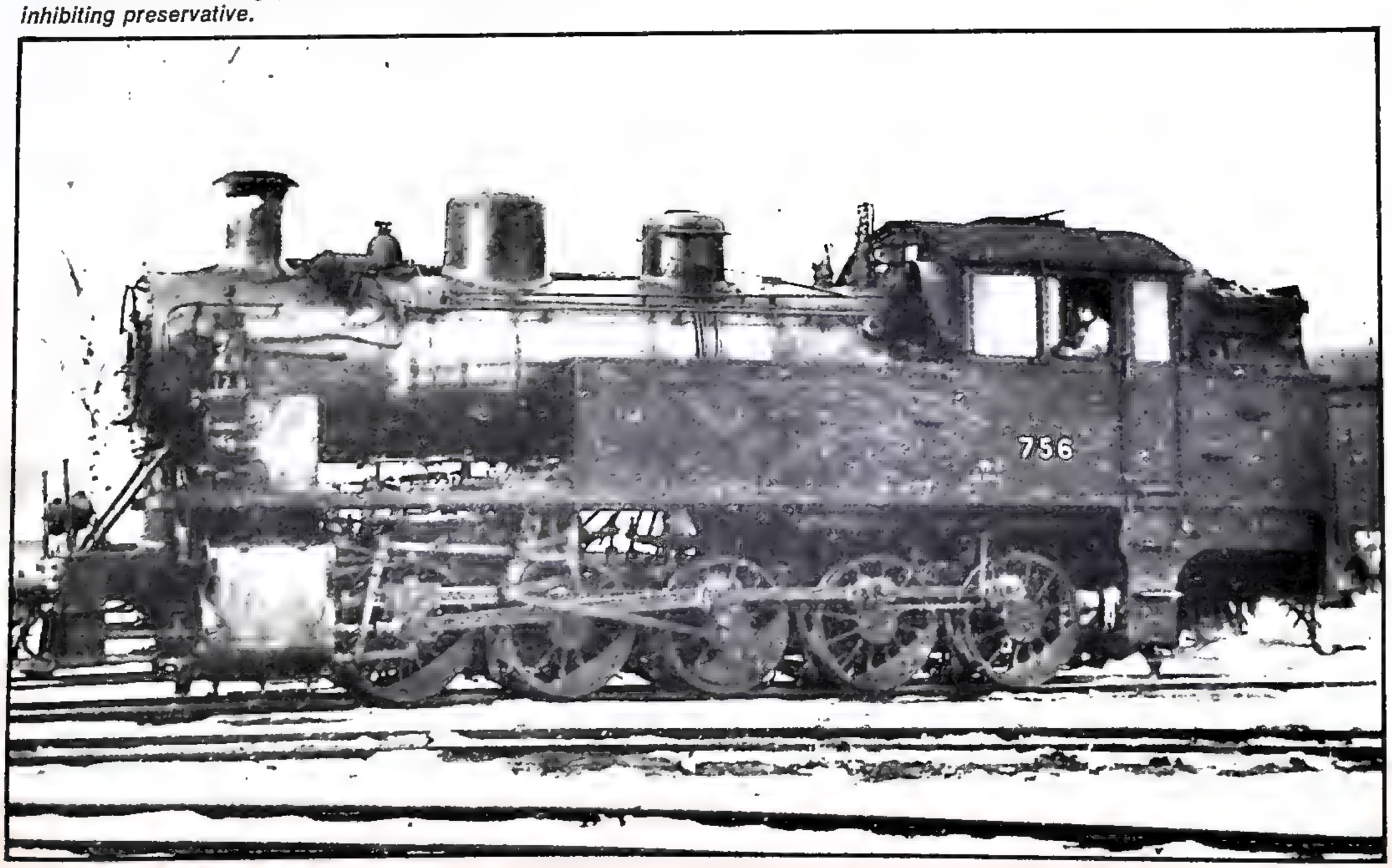
2-8-2 #1035, a 1942 Tampella product, lets the world know she's clearing the yard at Suonenjoki in September, 1974. The steamer is now stored.

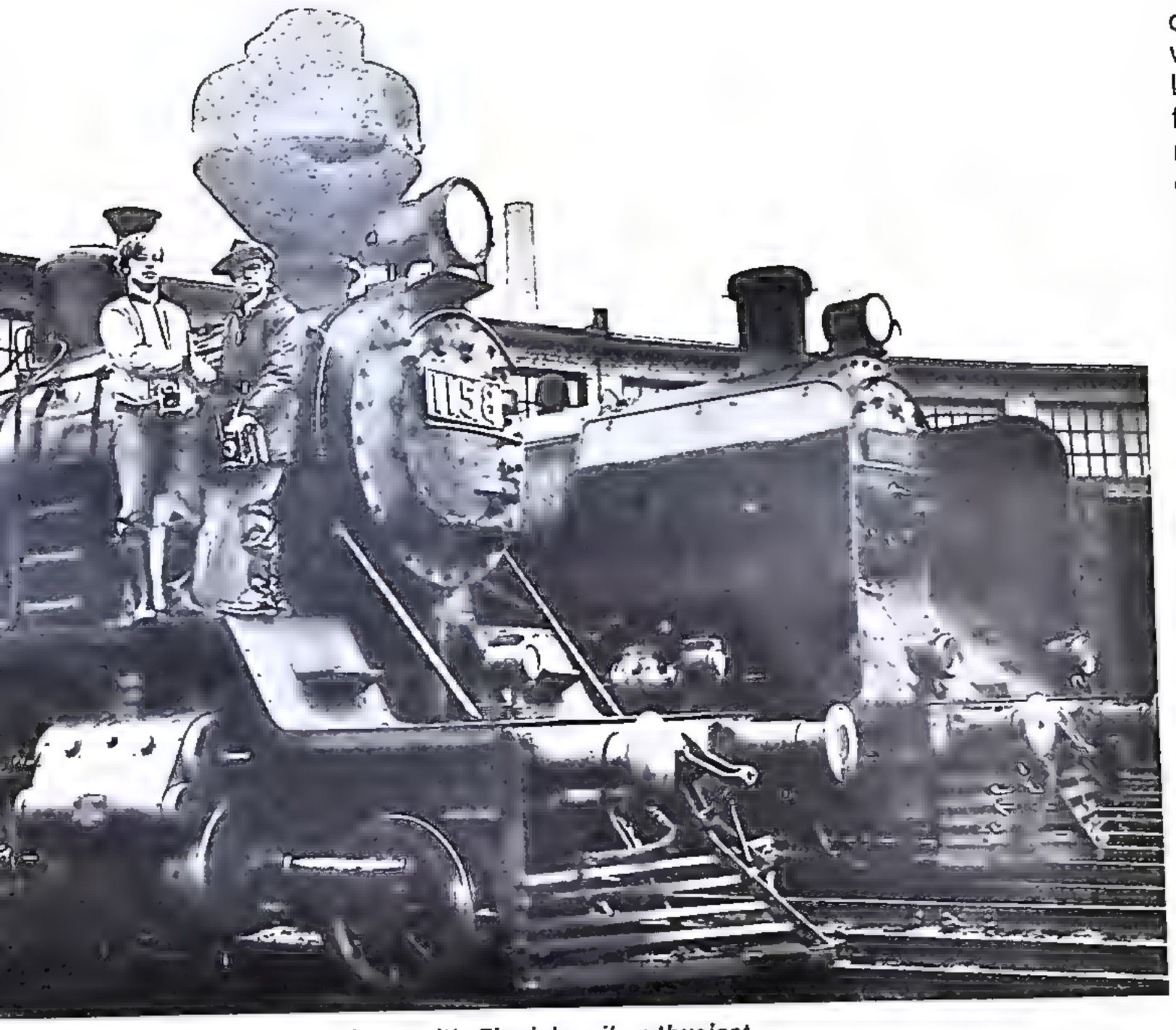
2-8-2 #1040 eases off the turntable at Suonenjoki. Notice the one stall roundhouse in the background.

The only active woodburner in road service when Ziel visited Finland was 2-8-0 #113 at Lieksa. She was built by Lokomo in 1945.

With steam escaping everywhere, 0-6-0T #664 sits at the Kouvola roundhouse between assignments.

Heavy yard switchers on the VR include 0-10-OT's such as #752 and #756. Both are now stored in case of an emergency, such as an oil shortage, coated with Dinitrol, a rust inhibiting preservative.





Author Ziel, on the right, with Finnish rail enthusiast Reino Kalliomaki at Kemi.

burner holding down a road job in the entire country and a phone call confirmed that Consolidation #1113 would indeed be working a train from Lieksa to Pankakoski, just 20 miles from the Russian frontier, the next morning. It meant virtually an all-night cross-country drive, but off we went in Reino's car and the next day we caught the spotless green cabbage-stacked 2-8-0, her tender heaped high with wood, ready to depart with car-loads of machinery, oil and a few empties for the pulpwood plant at the end of the branch.

We managed a few good lineside action photos and a ride in the cab, before heading back down to Kuopio where the shops were still doing ma-jor overhauls on Mikados. After an-other day and a half of 2-8-2's on mainline and branchline freights and being turned in front of the one-stall pie-shaped roundhouse at Suonenjoki, we found that we had just about com-pletely covered the remaining steam in Finland and capped off the trip by taking a few midnight flash photos of #1095 on the turntable at Kouvola on the way back to Helsinki and my flight to Warsaw for a week of Polish steam.

Early in September, 1975, I received a letter from Reino, informing me that on September 1st, 0-6-2T #958, the Kuopio yard goat we had photo-graphed the previous September, was the last active VR steamer to have her fire dumped. It was all over, as elec-trification advanced and a new invader from the Soviet Union—diesels from the Kolmna Locomotive Works—snuffed out the careers of the last steam locomotives.

There may be a future for mainline steam in Finland however, but only in case of a grave emergency. This epilogue may best be quoted directly from "The Twilight of World Steam" (page 80):

"Some long-term preservation of broad-gauge steam is assured on the VR, thanks to the strategic planning of the Finnish Army. In a move that should have been taken by many other countries in the interests of national defense—most notably England and the United States—the Army has re-quested VR to hold 250 steam loco-motives for storage against future emergencies. Although most are coal-fired, all could burn Finland's abun-dant right-of-way fuel — wood if necessary. Locomotives . . . are stripped of moving parts, coated with a preservative called Dinitrol, and sent to various Army storage depots. Even-tually, twenty-eight 0-6-0T's, sixteen 0-6-2T's, fourteen 4-6-0's, ninety-eight 2-8-0's and the entire classes of Vr-3 0-10-0T's, Hr-1 4-6-2's and Tr-1 2-8-2's will receive this treatment.

Pacific #1021 was one of the last two of their wheel arrangement to be active on the Valtion Rautatiet. When they were finally retired passenger trains no longer felt the soot of a steam engine.

COVERED WAGONS IN WISCONSIN

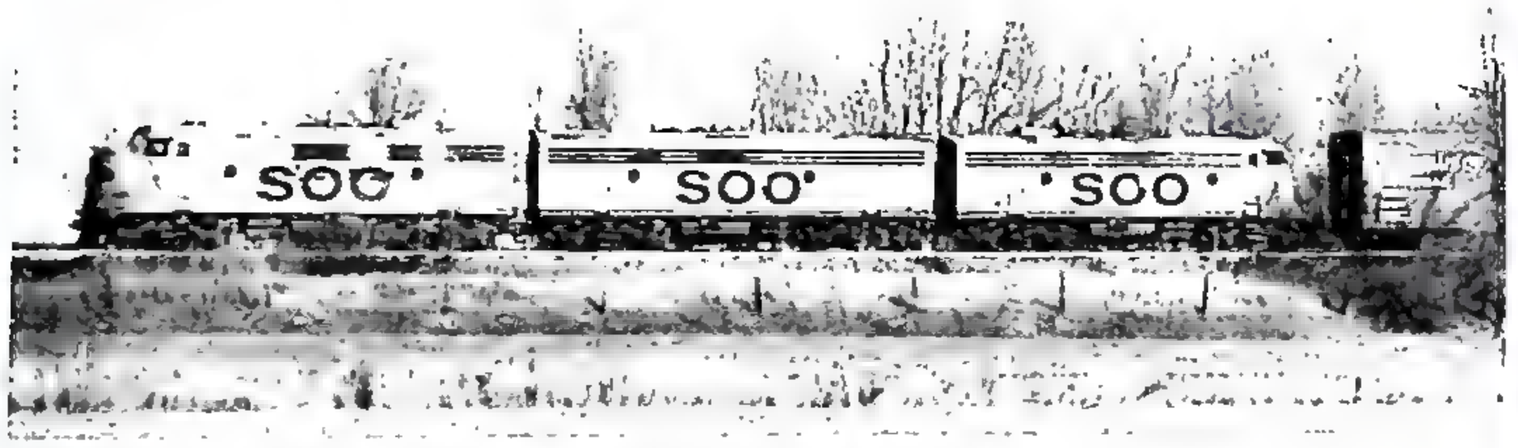
The Dairy State is still home for a large number of EMD F units. Let's take a look at who still operates them.

Information and black and white photos by Otto P. Dobnick

As first-generation diesels become scarcer and scarcer, railroads still operating them, through operating efficiency, maintenance or just economics, tend to be considered strongholds for certain models. In the case of EMD covered wagons, it looks like the entire state of Wisconsin gets the nod.

Three railroads, Soo Line, Milwaukee Road and Burlington Northern, still continue to operate them regularly, and many times two, three and four unit trains are nothing but F's, the last occasionally being ABBA sets.

According to photographer Otto P. Dobnick, the Milwaukee Road is putting out the best show by far, with its 80-odd remaining F's concentrated in and around the state. Various combinations of ex-freight and passenger



West of Germantown, Wisconsin, a trio of Soo F7's borrow Milwaukee Road iron for their weekday run between Fond du Lac and Milwaukee. Farther west, at Rugby Jct., the train will enter home rails and the speed will increase from 20 to 60 mph.

Burlington Northern's twice-weekly freight between Superior and Ashland, Wisconsin proceeds cautiously after stopping for Ashland Jct. Located five miles west of Ashland, the crossing consists of a C&NW wye with the BN running right smack dab through the center, creating two diamonds. The C&NW serves the area with one round trip per week and there is no interchange.

About 20 percent of the Soo Line's motive power is covered wagons, in the F3, F7 and FP7 configuration. In December, 1975, #212B leads the daily-except-Sunday North Fond du Lac to Milwaukee freight through Granville.

786
786

Big time railroading takes place with a combination of EMD F's and late model hoods being spliced into midtrain as helpers.
Thomas Hoffman.

Milwaukee Road F's work freight southbound through Wauwatosa, Wisconsin. The F's were originally assigned passenger service.
Thomas Hoffman.

A pair of Soo Line F's pause with their caboose at Oshkosh, Wisconsin. Thomas Hoffman.

Germantown, Wisconsin echos to the chant of two F's spliced by a GP-30 in this August 15th, 1973 scene, which can still be seen today. Thomas Hoffman.

units can be spotted up and down the mainline between Chicago, Milwaukee and the Twin Cities and on some secondary lines such as Milwaukee-Iron Mountain, Michigan and Portage-Madison. The aging units can also be found performing switching and transfer duties around Milwaukee. But with the recent arrival of MP-15's, their days are definitely numbered.

Many of the Soo Line's 44 F's can also be seen in the state and if you're around Milwaukee, Marshfield or Ashland, solid strings can be found; otherwise they'll be trailing units behind SD40's on mainline jobs.

Burlington Northern F's, mostly stilled by the recent influx of SD40's into the Superior area, still get in their licks, especially on the twice-weekly train to Ashland. On the southern end, between Kenosha, Wisconsin and Chicago, the Chicago and North Western still has F's in suburban commuter service.

How long will it last? Well, if you procrastinate visiting them for too long, you just may miss the entire show!

Milwaukee Road covered wagons are getting scarcer with every passing month. Over the last few years, the units which manage to temporarily escape scrapping are almost all performing switching or transfer duties. Two units, one in the freight scene, the other in the old passenger colors hold a transfer cut before entering the Grand Avenue Interlocking plant enroute from Glendale Yard to Musek Muskego Yard.

At five mph, it's not quite a race! Entering the mainline at Cut-Off is an 80 car iron ore unit train returning from Granite City, Illinois to Iron Mountain, Michigan while two covered wagons perform switching chores at the west end of Muskego Yard. Over the last couple of years the Milwaukee Road has downgraded several sets of ex-passenger and freight covered wagons into yard switching and transfer assignments.

The evening Milwaukee Road drag over the Chestnut Street Line (if you're a railroad employee), or the "Beer Line" (if you're anyone else), waddles through an old residential area of Milwaukee. It's tonnage consists mainly of ingredients for the stuff that made the town famous. The train now sports a pair of MP-15's.

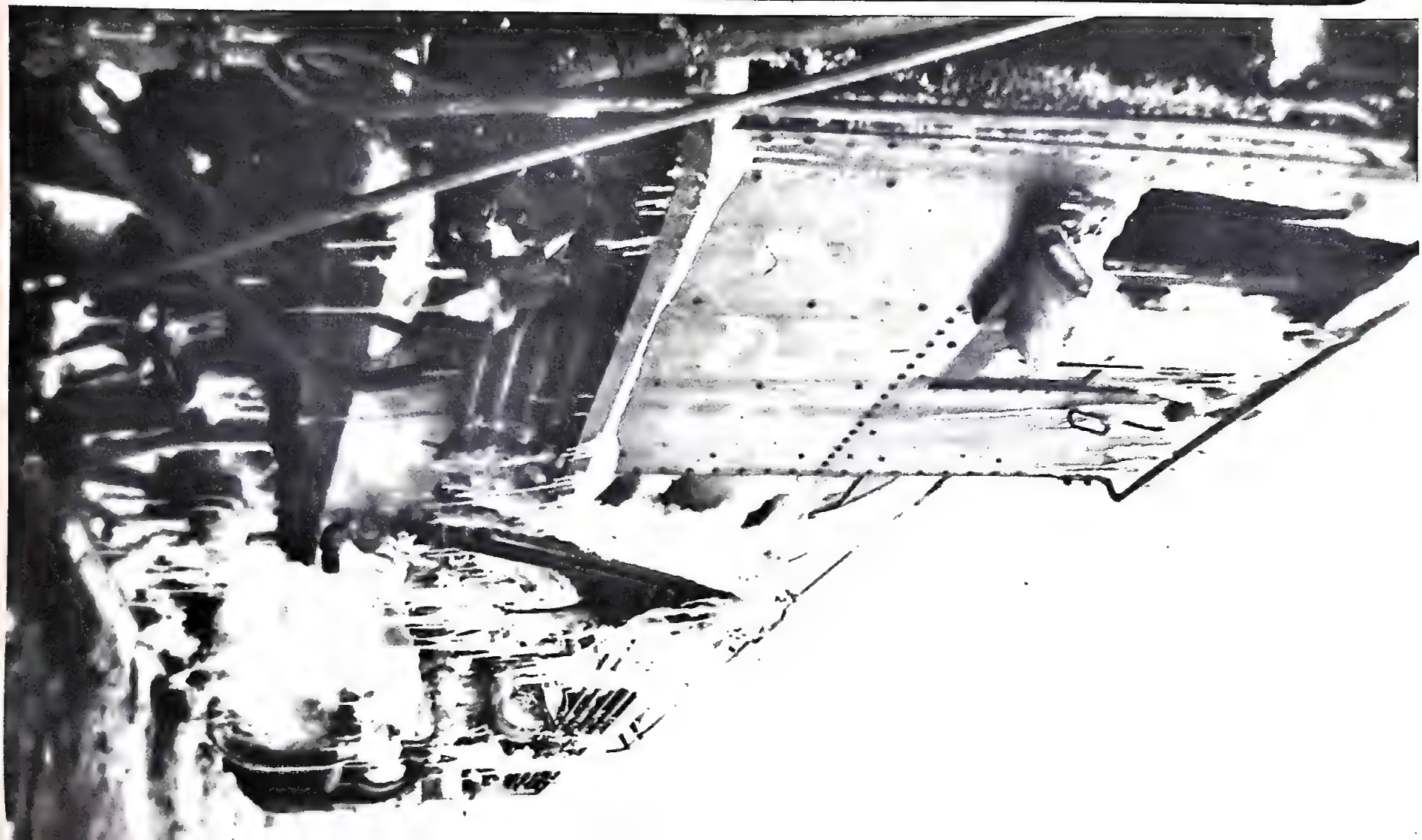
Unit trains tend to be modern looking affairs, usually because they're led by second-generation high-horsepower diesels. Where, here's one that isn't. A rather battered looking ex-passenger F9 along with a B-unit and two GP9's leads a north-bound iron ore train through Plymouth, Wisconsin destined for the Groveland Mine just north of Iron Mountain, Michigan in July, 1976.

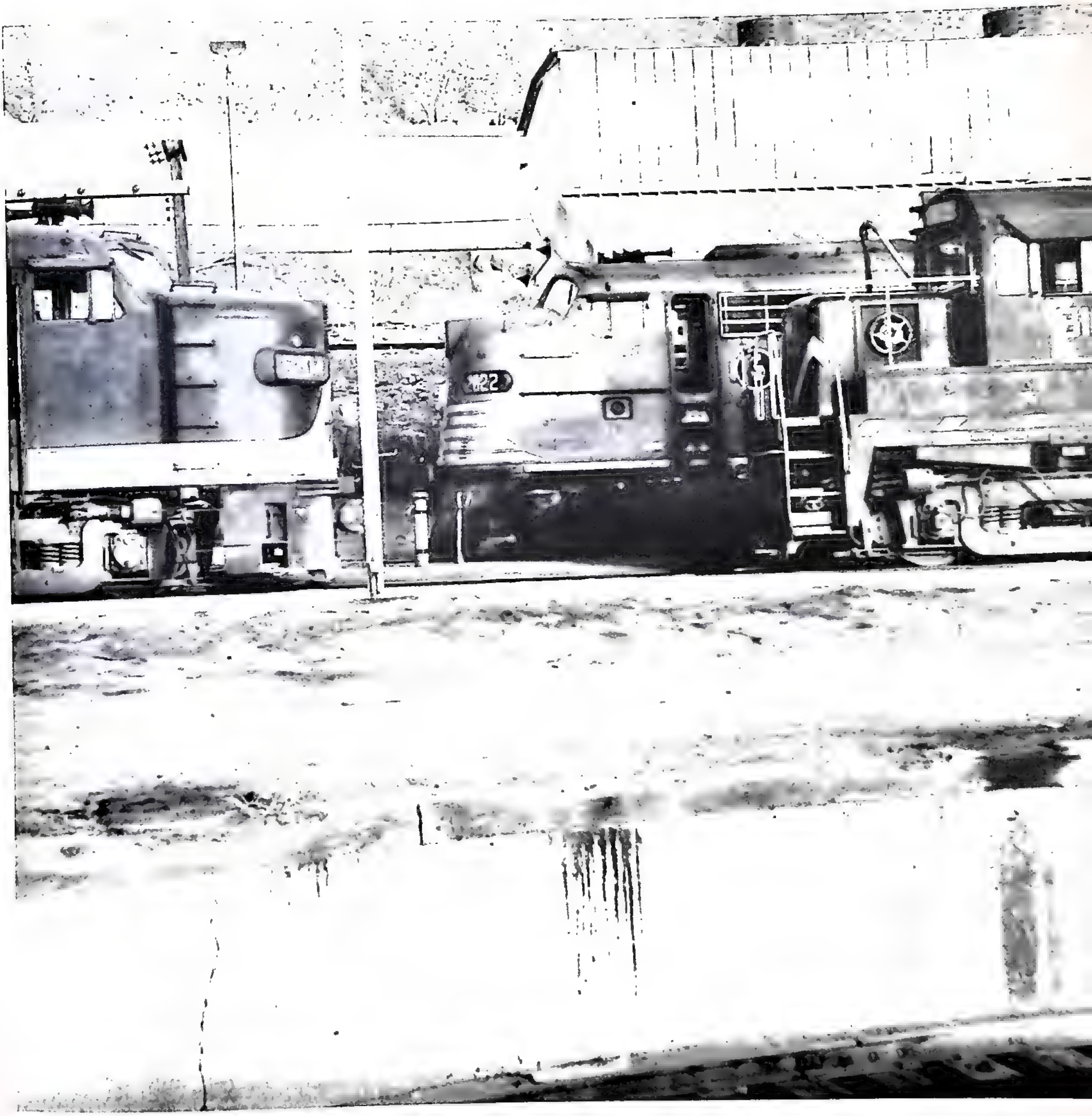
Three covered wagons, led by an ex-passenger unit prepare to enter Humboldt Yard with a transfer cut. This line serves the Joseph Schlitz and Pabst Breweries.

A Burlington Northern freight arrives behind a pair of F's alongside the Soo Line roundhouse. The Soo unit is ex-Wisconsin Central, a now gone paper railroad and the pair of BN F9's are ex-Northern Pacific.

We fudged a bit with this photo, the Soo Line F and Geep have just finished a transfer freight in Minneapolis, just across the Wisconsin border.

PHOTO GALLERY





Three builders from two generations get together on the Frisco at Kansas City. On the left is Alco FA1 #5204, in the back, racehorse-named E8A #2022 "Champion," and on the right is newcomer GE U25B #812. Alas, this 1965 scene cannot be repeated, today only the U-boat survives. Steve Patterson.

The date is January 28, 1949 and it's a brutal winter in Iowa. Sitting at the Oelwein roundhouse on the Chicago Great Western is Mikado #728 just after arriving from Council Bluffs with a freight. The 2-8-2 was built by Baldwin in 1920. W. L. Heitter.

Normally a night operation, the Apache Railroad occasionally gets caught with the sun up. And it's a good thing too . . . the entire motive power road fleet, five Alco road-switchers, gets underway southbound out of Holbrook, Arizona, June 13, 1976. And yes, they were all painted red, white and blue for the nation's bicentennial. Ken Ardinger.

A scene no more; three Canadian Locomotive FM-designed C-liners team up with the same builder's H-16-44 hood westbound a few miles east of Coqquitlam, British Columbia. Twenty-five more miles and the quartet and its 75 car train will be in Vancouver. The date is March, 1967. G. L. Ferguson.

The road is the Peoria and Eastern, then part of the Penn Central and the diesels are leased Missouri Pacific F's having a hard time breathing through all that ice on their grilles in a late January, 1967 shot at Urbana, Illinois. While the cabs are gone, successor Conrail is currently leasing MoP and SP hoods to ease a motive power shortage. Clyde Anderson.

Amtrak

PHOTO OF THE MONTH

The Santa Fe's San Diego line is not usually known for its mountain railroading, but just north of its namesake stiff grades are encountered before dropping back down to sea level. New EMD F40PH #220 is working four Amfleet cars and a former U.S. Army kitchen car, now hauling baggage, southbound. In a few minutes, this part of the San Diegan fleet will have completed its run. Jack Neville.

Comparison photographs are always interesting especially when they're from the same photographer on the same spot. Thirty-seven years ago, Rio Grande 2-8-8-2 #3602 was caught climbing Tennessee Pass near Mitchell, Colorado with 1st #36 at 15 mph with 48 cars. On the rear, #3605 lends a helping hand. In October, 1976, four low-nosed second-

generation EMD units struggle up the same stretch of railroading with a two-unit helper on the rear. In between diesels lie 57 cars and the speed is just a tad faster, 25 mph.

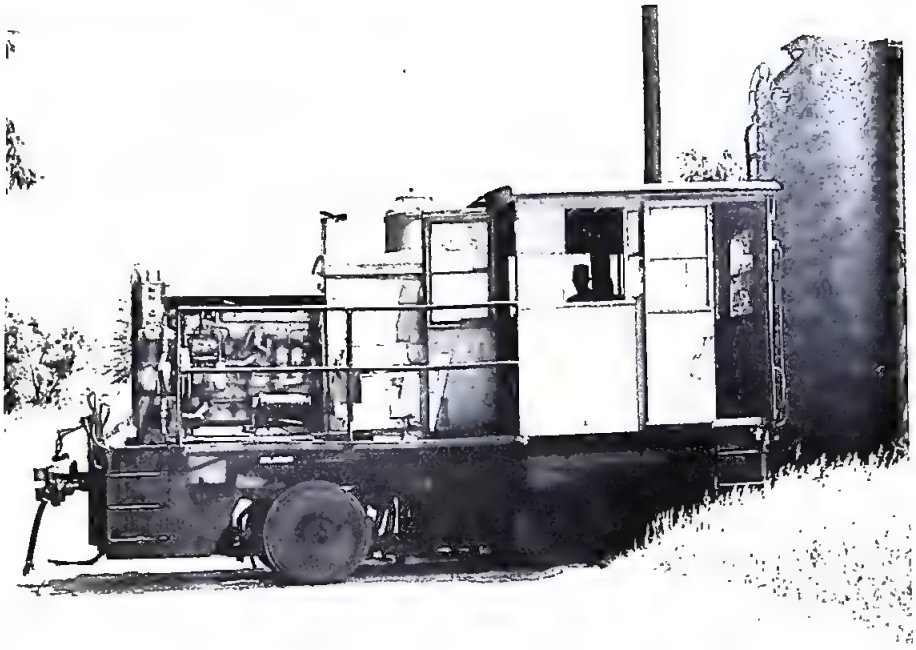
Credit R. H. Kindig for this fine multiple portrait of yesterday and today.

The year is 1950 and the world of diesels is still new and bright. On the Long Island, a leased Pennsylvania K4 Pacific has been replaced on this particular day by Fairbanks-Morse H-16-44 demonstrator #1503 working its way through Stony Brook, New York. The unit, replacing the earlier H-15-44 in the builder's catalog, was later purchased by the road. John Krause.

Plugging its way southbound, a single National of Mexico C628 works a transfer freight back to Mexico after interchanging with the Southern Pacific at Eagle Pass, Texas. Jim Hickey caught this bit of Mexican railroading the U.S. in summer of 1973.

FINIS
FOR THE "SHORTEST RAILROAD"

By Grover Brinkman
Photos by the author



There were no crossing gates on the Illinois Midland, but the shrill whistle and slow speed of the Plymouth was a good deterrent to accidents.

Back in the early days of the west, bandits often stopped a railroad by blowing up bridges or trestles, or piling debris on the track. That topic for a long time has been fodder for the TV and movie cameras. But it seems the practice is still alive, at least in a minor way.

Until vandals burned its bridges, one of the midwest's shortest railroads, in operation between the towns of Newark and Millington, in northeastern Illinois, laid claim to a lot of "firsts."

Its entire trackage was 1.9 miles, standard gauge, making it one of the shortest railroads in existence. It had only one second-hand locomotive, several cars, one employee, yet showed a consistent yearly profit.

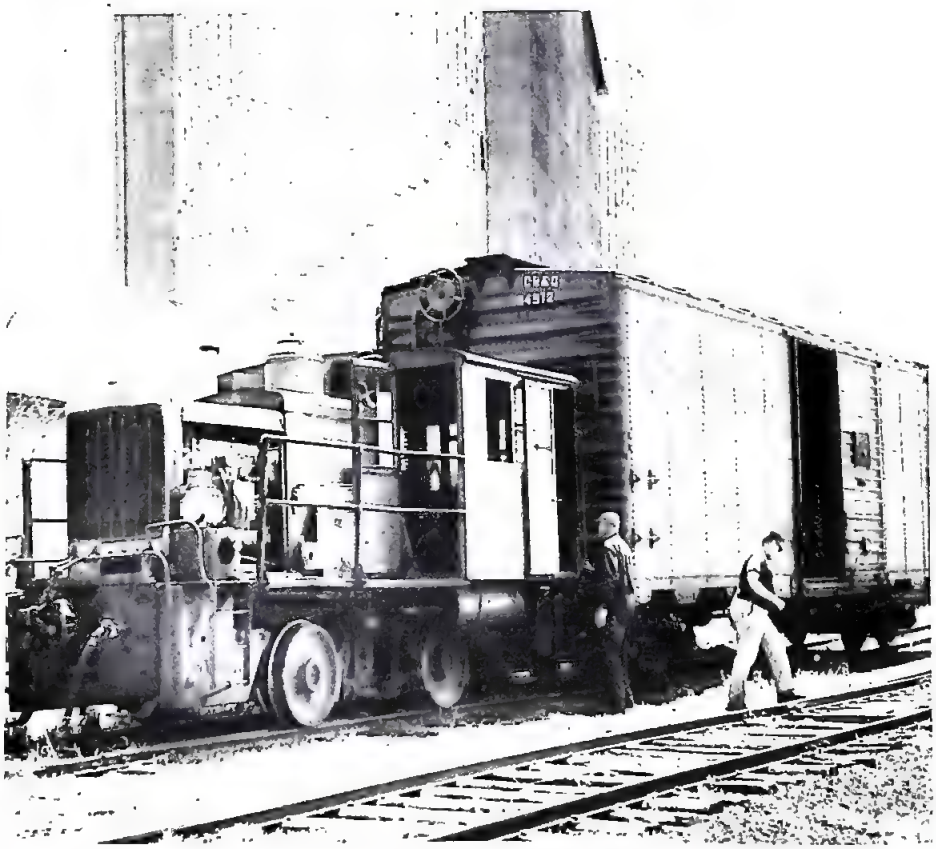
Called the Illinois Midland Railroad Company, it started operation in 1917. Its trackage started at Newark, rolled through a cow pasture with several trestles, and a wooded tract, crossed several secondary county roads and wound up at the town of Millington, just short of two miles away.

The secret of its operation?

The Illinois Midland mini-road was owned by the Newark Farmers Grain Co. and hauled grain from Newark to Millington, where it had a contract with the Burlington Northern to pick up its grain cars, to shunt them from there to Chicago grain markets, some sixty miles distant.

If the little orange locomotive of the Midland didn't make its daily run, it was necessary to truck all area grain to the town of Morris, then via river to Chicago, rather an expensive freight job. It was a very informal little railroad. The single employee was an engineer, a brakeman, gate-opener and clearance agent. But it was profitable for this off-the-highway town of Newark.

Now it's all over. Vandals burned the bridges along the 1.9 miles of trackage, and the "littlest" railroad is out of operation—at least for the present.



The 25-ton Plymouth diesel, powered by a Caterpillar engine is seen at Millington with a grain car for interchange with the BN.

On the days the engineer/fireman/conductor forgot his lunch, it was easy for his wife to hail him as he came by.

WHAT'S HAPPENING

RAIL CLASSICS will pay $5 for each photo published in "What's Happening." News photos of all types are welcome and both color transparencies and black and white prints are acceptable. A self-addressed stamped envelope is mandatory for return of unused material. Send to RAIL CLASSICS "What's Happening," 7950 Deering Avenue, Canoga Park, California 91304.

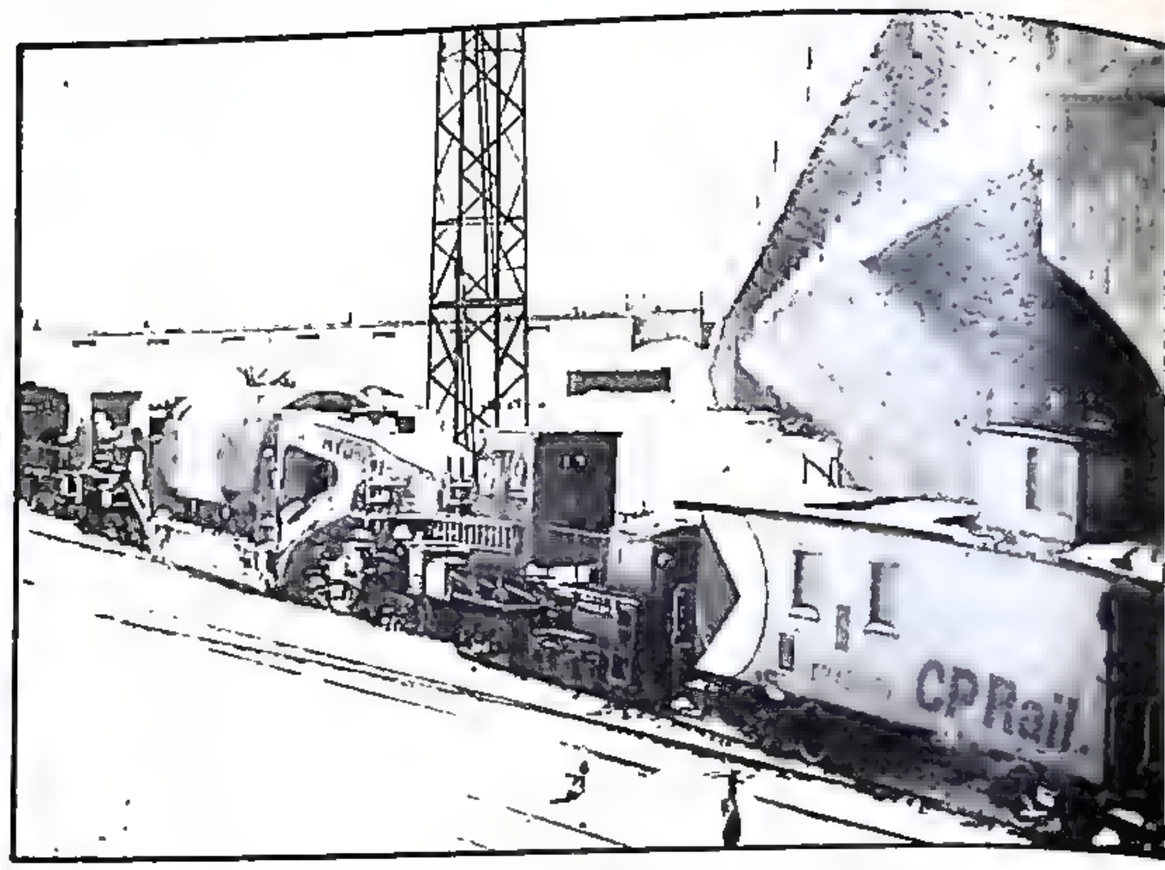
Amtrak's RS3's are showing up throughout the eastern and midwestern part of the system. Former CR/PC Alco #103 gives a shove to train #173 at South Station, Boston, December 19th. Notice the protection screens on F40PH #212. Ron Pamquist.

Burlington Northern's recent refusal to operate Amtrak SDP40F's due to truck problems has created interesting motive power combinations on that road. Typical of the mish-mashes is this Amtrak FP7A/E9B combination led by an BN SD40. Bruce L. Stahl.

Independent, then merged into the Illinois Central Gulf, and now going it alone again, the Columbus and Greenville recently repainted Baldwin road-switcher #601. Photographer John C. Benson caught the unit on the company's Columbus, Mississippi turntable the day after it came out of the shops just before Christmas.

Kennecott Copper Corporation has received nine externally modified GP39-2's for the company's Copperton, Utah pit operation. Dynamic-brake equipped units feature super-high cab for 360 degree visibility and a very slight low nose. Photography at Dodge City, Kansas while being delivered by the Santa Fe. John Arbuckle.

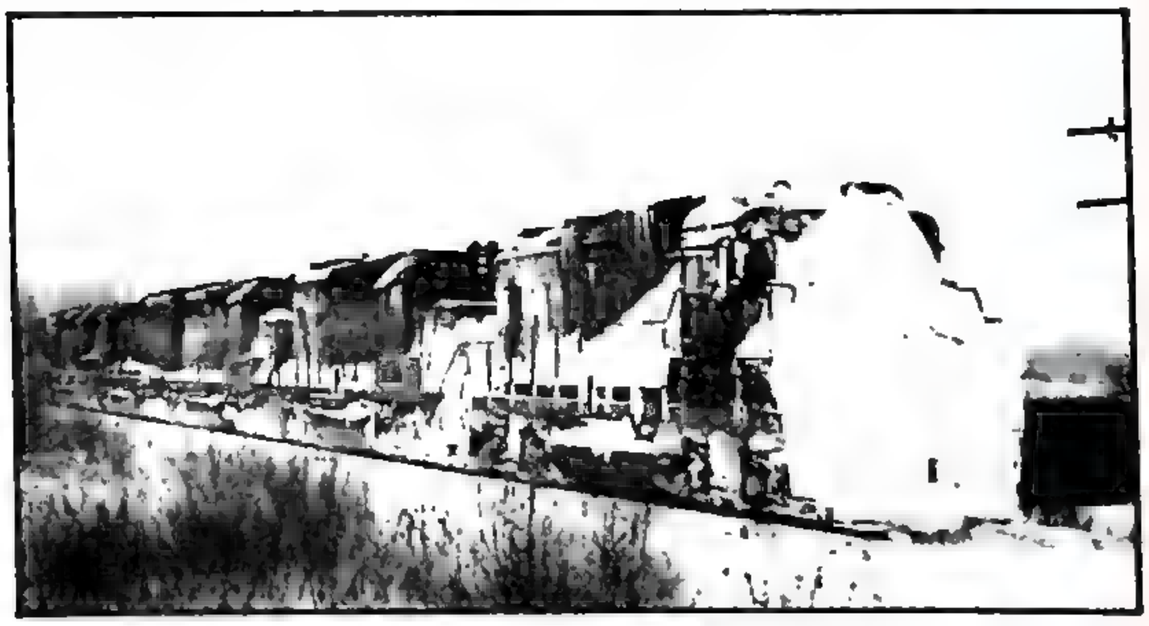
Southern's Piedmont made its last run Tuesday, November 23rd but the railroad ran a passenger extra dubbed the "Thanksgiving Special" on the schedule of the annulled #5 and 6 over the holiday. The FP7A #6147 prepares to depart Alexandria, Virginia on Sunday, November 28th, the last southbound run. Al Rost.



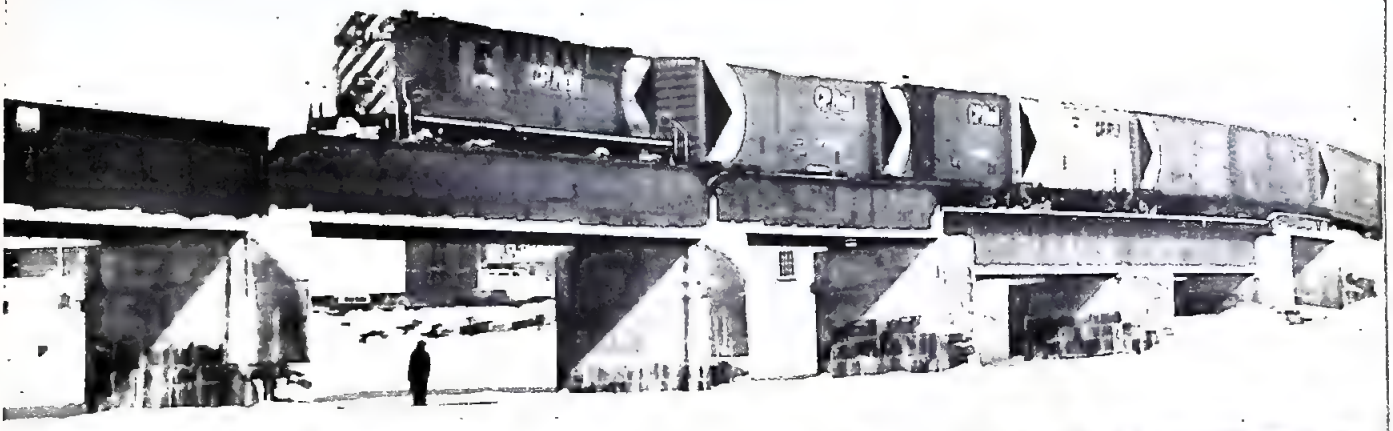
Two Canadian Pacific MLW road-switchers and a special 20-axle Schnabel Car were needed to transport a 590,000 pound generator stater core from Montreal Harbor to Toronto for the Ontario Hydro Commission. The special train made the 330-mile trip moving at a maximum speed of 25 mph and only in daylight. CP Rail.

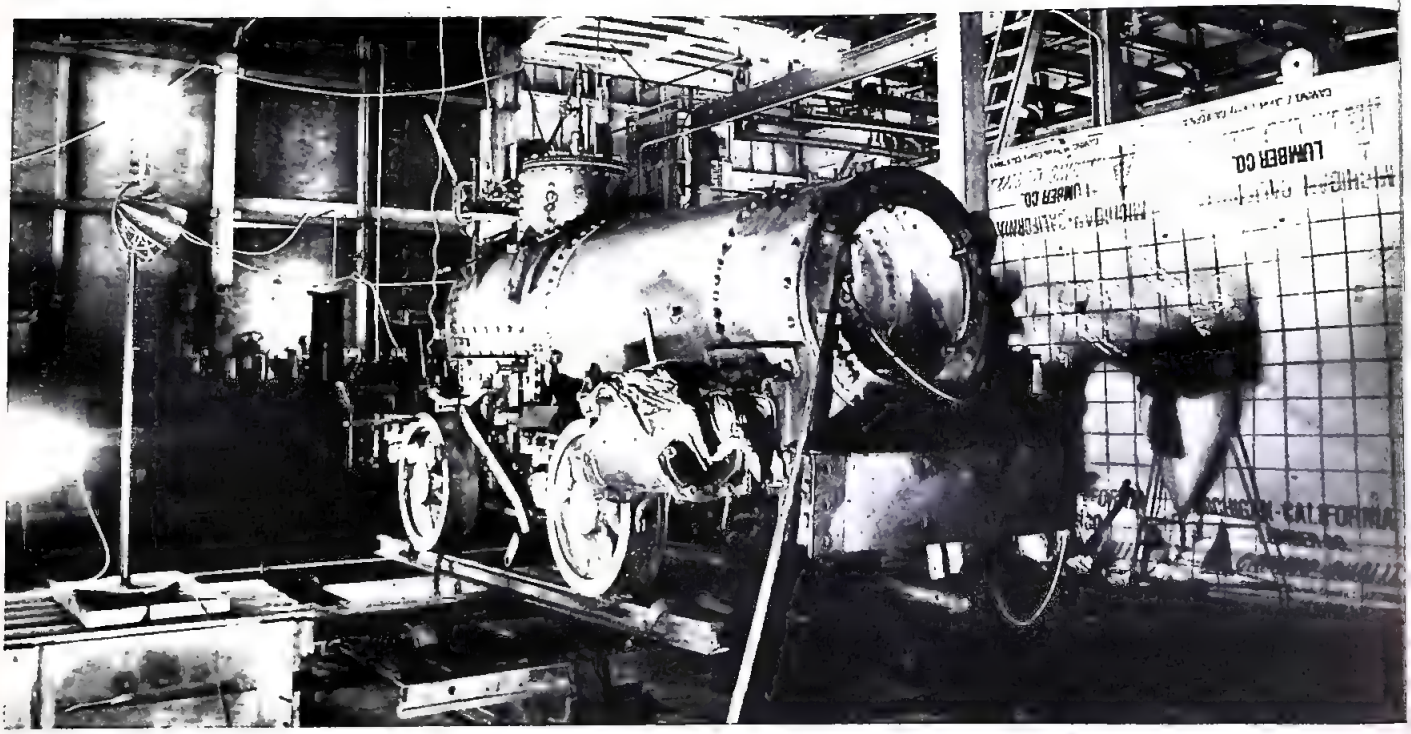
Looks like Western Pacific's remaining quartet of F's saw snow one more time this past winter. Normally kept west of Stockton, their days are extremely numbered. F7A #913 is working westbound at Almanor, California, January 6th. Chris W. Skow.

Late January blizzards that hit the northeast brought almost all transportation to a standstill. Baltimore & Ohio GP30 #6965 lost a battle with snow drifts while doing local switching at LeRoy, New York, January 30th, was finally rescued two days later by a five-unit plow extra. When the rescue units got close to the stranded unit, the plow was put on a siding and an hour of shoveling in below freezing weather was required to to finish the job. Richard W. Story



The last run and dedication of McDonald's Business Car #11 occurred October 22nd with a trip over the C&O from Columbus, Ohio to the Hocking Valley station southeast of Nelsonville. The car started out on the Missouri Pacific, was later used by Presidents Hoover and Truman during the whistle-stop campaigns. Charles R. Clark, Hocking Valley Scenic Ry.





So you think this is a flower, eh? The tremendous forces created by diesel locomotives can have some remarkable side effects according to the CP Rail people. This unidentified species of flora is in fact two carefully potted rail shavings caused by the spining wheels of one 3000 horsepower locomotive.

Canadian Pacific spent $700,000 on this new bridge at Woodstock, New Brunswick as part of a ten-month, one-million dollar repair program on flood damaged track on the McAdam-Aroostook line. CP Rail.

Newest Amtrak facility is former Santa Fe passenger yard and roundhouse in Los Angeles. NRPC paid $8.5 million for the complex, plans to spend another $4 million for improvements.. David Lustig.

Another boiler heard from! Michigan-California Lumber Company's Camino, California operation is 0-4-OT #6 back into operating condition as part of a cultural history project. The narrow-gauge tanker is an 1899 Porter graduate, worked for only sixteen years before being retired and put on display at the lumber mill. Actual steam operation of the three-footer is doubtful. David Lustig.

Largest grade crossing separation project in the history of the State of California, a three-mile stretch of Southern Pacific mainline through Alhambra, costing $20 million, is expected to be completed in mid-1978. Nine crossings are being eliminated and the entire section of track will be thirty feet below ground level, creating in effect, a miniature Los Angeles River, complete with concrete-lined sides, not to mention a reduction of the ruling grade from 1½ percent to 1 percent. For the shoo-fly building phase of the operation, former Ventura County Whitcomb side-rodder #3 was leased by the contractor from neighboring locomotive broker Chrome Crankshaft. Aerial view shows former SP Alhambra station. Denis Dunning.

SCANNER CORNER

Starting with this issue, we'll be looking at various scanners and their individual features.

A day of train chasing used to be a simple sport. Grab a few rolls of film and the folding camera, hop in the car and go exploring, and maybe, just maybe there would be a few surprises included in the normal train activity.

Well, films improved as well as the cameras that we could buy, and radios capable of picking up railroad frequencies began showing up at railside. And the last few years radio frequency scanners have been in vogue. While scanners have been used by fans for some time now, only recently has the variety been great enough to really take a look at this new phase of the hobby.

From time to time in *Rail Classics*, we'll be taking a look at individual scanners we think can benefit our readers, and to start things rolling, we'd like you to take a peek at the Glove 9700.

Basically, the Globe 9700 is a compact eight channel scanner that is equally at home sitting on a desk or in your car. It covers eight high VHF channels and eight low VHF channels, and while only eight frequencies can be scanned at any one time, the unit has capacity for sixteen, each channel selector having a triple duty; up for the high band, down the low band and if put in the middle, the band is completely bypassed. If there are railroads using both high and low bands, the Globe 9700 can be set to receive both at the same time. Let's amplify this point.

Supposing three railroads, using a total of twelve frequencies (mainline, various yard frequencies, etc.) are in your area. And let's say you are going to scan for only the particular railroad you are following at the moment. Railroad A uses four channels, three high and one low, railroad B uses two high and three low and railroad C uses two low and one high. If you want to monitor railroad A, the crystals would be set so that three channels had high band crystals, and the fourth had the low band. Putting the low band crystal for railroad A on the same selection switch as the high band means you could only hear one or the other, but spreading them out, with three switched high and the fourth low allows scanning of the entire railroad.

So when you go the railroad B, the high switches start on #4, and the three low frequencies are on #1-3. Railroad A is shut off and the switches activate railroad B's low channels. The Globe 9700 offers this capability.

Another feature of this unit is the delay switch. In the scan position, the unit searches the active frequencies until a transmission is made. Flipped up to manual, only one frequency is heard and a select button allows moving around as the listener desires. Now, move the scan button delay and after each transmission, the scanner will stay on that channel for two additional seconds, allowing any reply to be made before beginning to scan. If there is no response, the unit goes merrily on its way.

For home use, just plug in the electrical cord and antenna and let 'er rip. For auto installation however, there's quite a bit more. Fortunately, the manufacturer has supplied a clear set of mounting instructions with one exception . . . the antenna.

The unit is designed to operate off of the automobile's antenna, and when installed it did just that with clear and

Home installation is simple, just plug in the power cord and antenna and turn it on (after installing crystals of course). Make sure the antenna is not obstructed.

The front panel of the Globe 9700. The select button on the upper left allows changing frequencies when in the manual mode, or letting the unit move on if you don't want to hear what is on the partciular channel it is tuned to. The switch on the upper right allows a choice of listening to one band, letting the unit scan, or letting the unit scan and delaying for two seconds after the transmission in case there will be a response.

crisp response. However, when the car radio was hooked up to the same antenna, they cancelled each other out. We had a choice, either the car radio or the scanner, but not both. Now perhaps this is not the case in all auto installations, but with the Associate Editor's Volkswagen it certainly was. After a lot of headscratching and attempts at installing a switch to direct the antenna at one or the other unit, it was finally decided to install a second antenna for the scanner. What we did was to use the indoor antenna with a wire extension (found at any electronics store) and attach it to the windwing. This method was chosen rather than putting up a second permanent antenna because, quite frankly, we didn't want to advertise to all those looking for a five-finger-discount that we had something else inside besides a radio. When we leave the car, the antenna is unclamped and put away. One other thing, wherever the scanner antenna touches metal on the car, make sure it is insulated (we used electrical tape).

How does the Globe 9700 perform? Every crystal we installed gave good reception, the area determining the clarity. Obviously the scanner worked better in open areas than between buildings.

The scanning numbers are large and easy to read and the ability to cut out any unwanted frequencies, or change from high to low or vice versa was definitely a plus. When far away from someone transmitting, the resulting static activated the scanner, but we couldn't hear anything. A simple flip of a switch and the channel was quiet, allowing the scanner to go on to what we wanted to hear.

Crystal installation is a snap. Just undo the four screws holding the bottom plate and insert them in their respective blanks, high or low. One note of caution, when removing the bottom plate, do it slowly. The speaker is attached to it and if you pull straight up there is a chance the speaker wires will be severed.

Electronic component construction is first rate and we saw no evidence of bad soldering joints of excess flux that had not been cleaned up, which helps make for a long lasting and trouble-free unit.

In conclusion, the Globe 9700 is first-rate and worthy of your attention.

THE GLOBE 9700
Manufacturer: GC Electronics, 400 South Wyman Street, Rockford, Illinois 61101.

	High Band	Low Band
Frequency Range	144-174 MHz	30-50 MHz
Tuned Center Frequency	155 MHz	40 MHz
Band Width	±3 MHz	±3 MHz
Frequency Separation	25 kHz	25 kHz
Sensitivity	0.7 uV at 20 dB	0.5 uV at 20 dB
Frequency Deviation	5 kHz	5 kHz
Power Supply	13.8V DC, 117V AC	
Power Constumption:		
DC Maximum	10 watts	
AC Maximum	15 watts	

Price: $159.95 less crystals.

The railroad hobby is full of specialists. Some of us like chasing trains, others collecting timetables, still others trading negatives. Then there are number collectors, photographers, recording buffs, etc., etc. What's the point?

Well, what we want you to do is decide before purchasing a scanner if this aspect of the hobby is really for you. Because the editors of RAIL CLASSICS, and perhaps many of your rail friends like it, doesn't mean you will.

What we are suggesting is that you listen to a friend's scanner and see if the information obtained is beneficial for you. Some railroads are incredibly boring, others full of information, and there's nothing we would hate more than to have someone purchase a scanner and find out they just wasted one heck of a lot of money. Listen before you buy!

THE EDITORS

WITCHING HOUR AT LAUPT

It's a wild three hours at Los Angeles' Union Station and then suddenly, like in Cinderella, the ball is over.

By Denis Dunning

With F40 #223 on the point, the 8:30 SAN DIEGAN backs out of the terminal with a string of the new Amfleet cars.

Looking through the doors of a hi-level car, the nose of the SAN DIEGAN power is glimpsed.

Nestled snuggly beside a freeway in what is now the seamier part of town sits the last major passenger station built in the U.S., the Los Angeles Union Passenger Terminal.

The "Union" part of the name was most apt as this sprawling Spanish style edifice was built to handle the trains of the Atchison Topeka & Santa Fe, the Southern Pacific and the Union Pacific, doing away with an odd assortment of aging depots and a certain amount of congested street running to gain access to the stations.

Here was a terminal worthy of a growing metropolis, as Los Angeles was in the 1940's, with a large throat to handle the fifty or more trains a day, and just as important, its location allowed the three railroads to use both banks of the large, if mostly dry, Los Angeles River to reach the terminal, never having to contend with grade crossings.

And to add to the charm of the operation, from the fans' standpoint, was the fact that the tracks into LAUPT crossed several freight mainlines, at which point sits Mission Tower, a rail photographers delight.

But this was in the past, and now the facility is leased and operated by Amtrak, with barely more than a dozen trains a day using the vast complex. Many of the tracks are gone, with the passenger sheds protecting railless and tieless sections, and double slipswitches sitting in the throat with no rails leading to them. Even Mission Tower is now a no man's land with guard dogs providing a most unwelcome greeting to anyone venturing near the structure. The dogs are a result of the vandalism and assaults precipitated by the fact that the tower sits in what can only be called a less than prosperous residential area.

But with all these tales of woe, LAUPT is not a total disaster for the

Photos by Denis and Jeff Dunning

According to the clock, Greyhound is five minutes late leaving for its connection with the SAN JOAQUIN at Bakersfield.

train watcher. For a magical three hours each morning, there is more train activity than a single photographer can record. There are periods, in fact, when except for the modern equipment and the Amtrak colors you'd almost think it was the mid forties again. Five and six tracks are often loaded with trains, passengers, station personnel and all the ingredients that make the passenger scene such a fascinating experience.

All of the morning trains of Amtrak are daily, except the Sunset Limited from New Orleans which arrives only on Sunday, Wednesday and Friday.

We chose a bright Sunday morning for a visit to LAUPT to chronicle what the average visitor might expect. The three hours in question are from 7:30 a.m. to 10:30 a.m. so that the entire experience can be absorbed and still leave most of the day for more mundane chores.

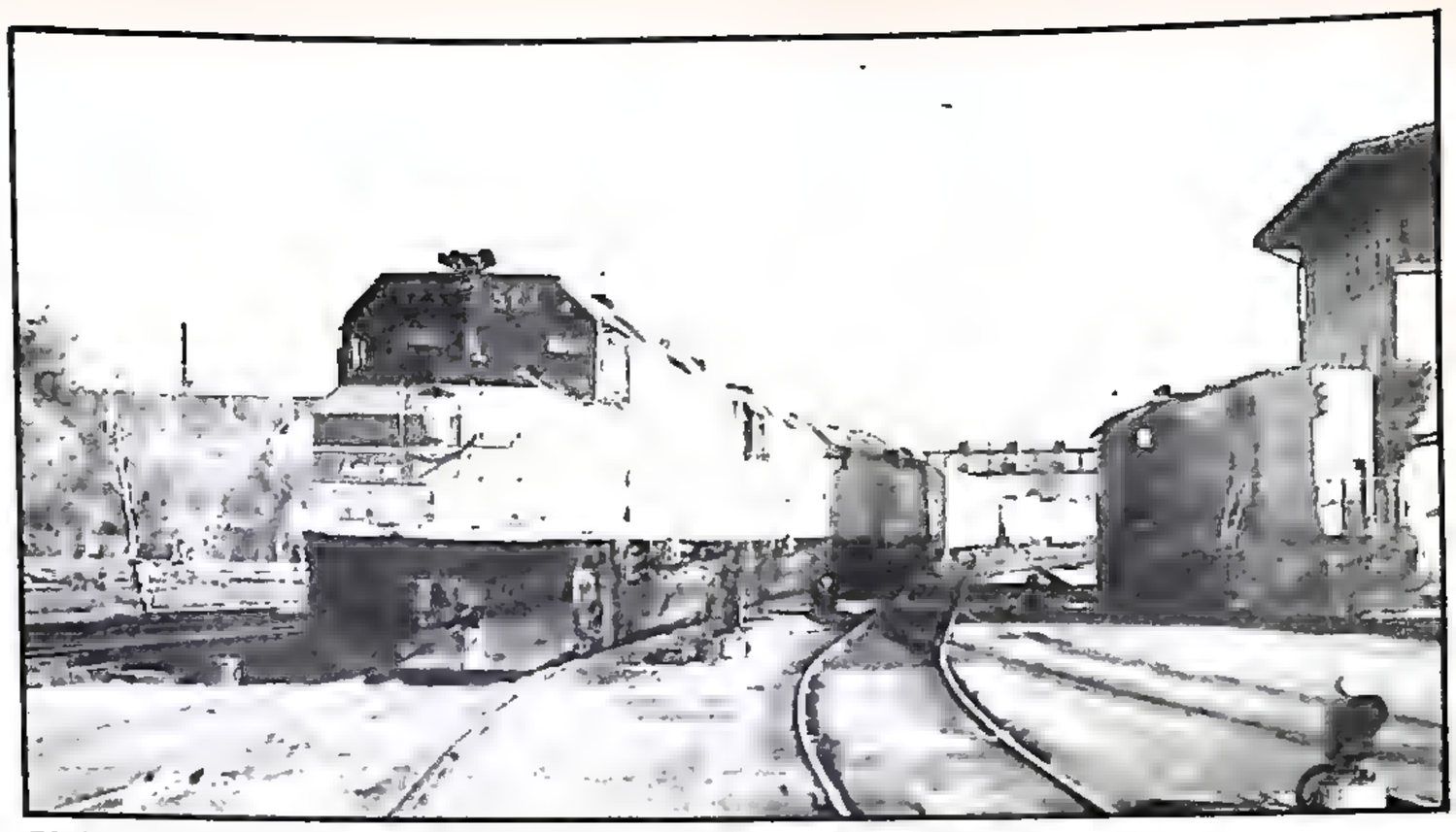
Check with the accompanying chart will show what can be expected in scheduled arrivals and departures, but remember that before a train can depart it must be brought over from the 8th street coach yards, and likewise, the arriving trains must be transferred back to the yards once the passengers have debarked, and this provides even more movement.

Arriving at 7:00 a.m. to be sure to catch the *Sunset,* we were greeted with the fact that (surprise) it was late, the arrival board calling for a 9:15 arrival. No big deal, so we ambled back to the snack bar—all that is left in the way of refreshment at LAUPT—to grab a cup of coffee and a stale donut and at least get a shot or two of the bus that provides service between L.A. and Bakersfield where the passengers can then catch the *San Joaquin* for Oakland.

This service used to be handled by an outfit called American Pacific, using ex-Greyhound equipment decked out in Amtrak colors and even using the Amtrak half-arrow on the flanks. But now the service is handled by Greyhound and though they arrived on time there were no passengers for the day's trip.

A quick run back to the tracks to see the 8:30 *San Diegan* depart was not successful, as it was already rolling as we reached the platform. With two F40's on the point, the eight Amfleet cars scooted out of the station like a cat with a large dog on its tail.

The train arrivals and departures are spaced out enough so that there is sufficient time to get set up for each shot, and to jot down the locomotive and car numbers if that sort of thing is your bag. We prepared ourselves for the arrival of train #3, the *Southwest Limited* due at 9:05. This is one of Amtrak's more punctual runs and



Right on schedule, the SOUTHWEST LIMITED arrives from Chicago, with three SDP40F's providing the power.

Engineer Joe Dink brings in a string of Amfleet cars for the 8:30 SAN DIEGAN, with Santa Fe CF-7 #2520.

It's 9:35 and yet another SAN DIEGAN makes its appearance. The use of Amfleet equipment has taken some of the interest out of watching this once colorful train.

at 9:02 (by our watch, not the railroad's) the nose of SDP40F #523 made the curve into the terminal with two more units and 13 cars.

As were were waiting for the arrival of the 9:35 *San Diegan*, Santa Fe CF-7 #2520 arrived to pick up the cars from the *Southwest Limited*. The blue and yellow unit waited patiently and the *San Diegan* arrived on the advertised and the Santa Fe switcher was on its way with its now empty string of cars destined for the coach yards where they would be washed, reprovisioned and readied for the evening's run back to Chicago.

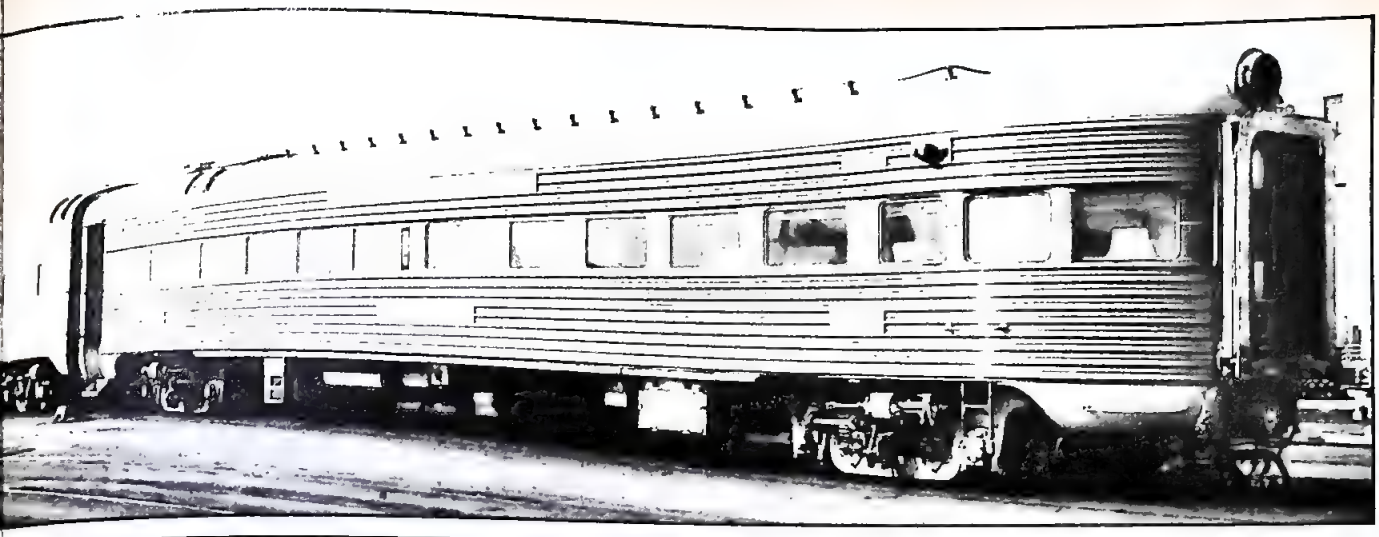
The cars for the morning's *Coast Starlight* had been waiting and by 9:30 the passengers were boarding. We checked with the conductor about the

MORNING TRAIN MOVEMENTS AT LAUPT

Time	Train	No.	Movement	Notes
7:30	Sunset Limited	1	Arrival	1
8:20	San Joaquin	711	Departure	2
8:30	San Diegan	770	Departure	
9:05	Southwest Limited	3	Arrival	
9:35	San Diegan	771	Arrival	
10:00	Coast Starlight	14	Departure	
10:30	San Diegan	772	Departure	

NOTES—

1. Train arrives on Sunday, Wednesday, Friday only.
2. This is Greyhound bus service from LAUPT to Amtrak station in Bakersfield, where connection with San Joaquin is made.



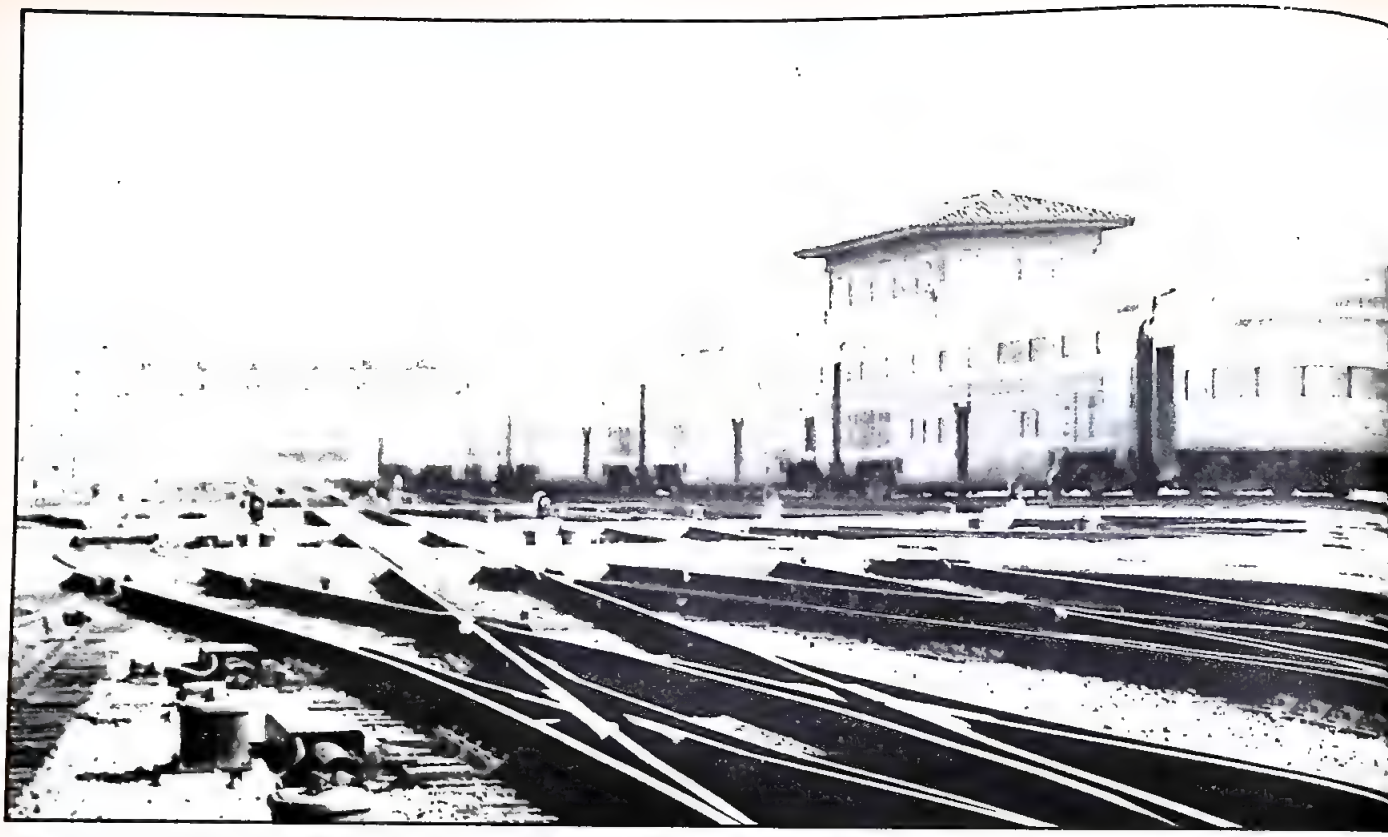
It's been a long wait for the baggage handlers, but the SUNSET LIMITED finally arrives, only 2 hours and 28 minutes late, but for the train watchers it has been worth it, as tacked on the end are five private cars of Finlay Fun Time Tours. The observation was once the pride of the Rock Island's TEXAS SPECIAL, formerly carrying the name of Joseph Pulitizer.

lack of power, and he informed us that it should be here by now. Obviously it wasn't and he seemed a bit miffed with whoever was in charge of getting a pair of SDP's from Southern Pacific's Taylor engine facility to LAUPT.

At 9:50 the power finally arrived, but there was still some difficulty. The locomotives were coupled to the train, and then quickly uncoupled again. After about 10 minutes of adjustments and discussions the two SDP's were again coupled to the train and things were looking up.

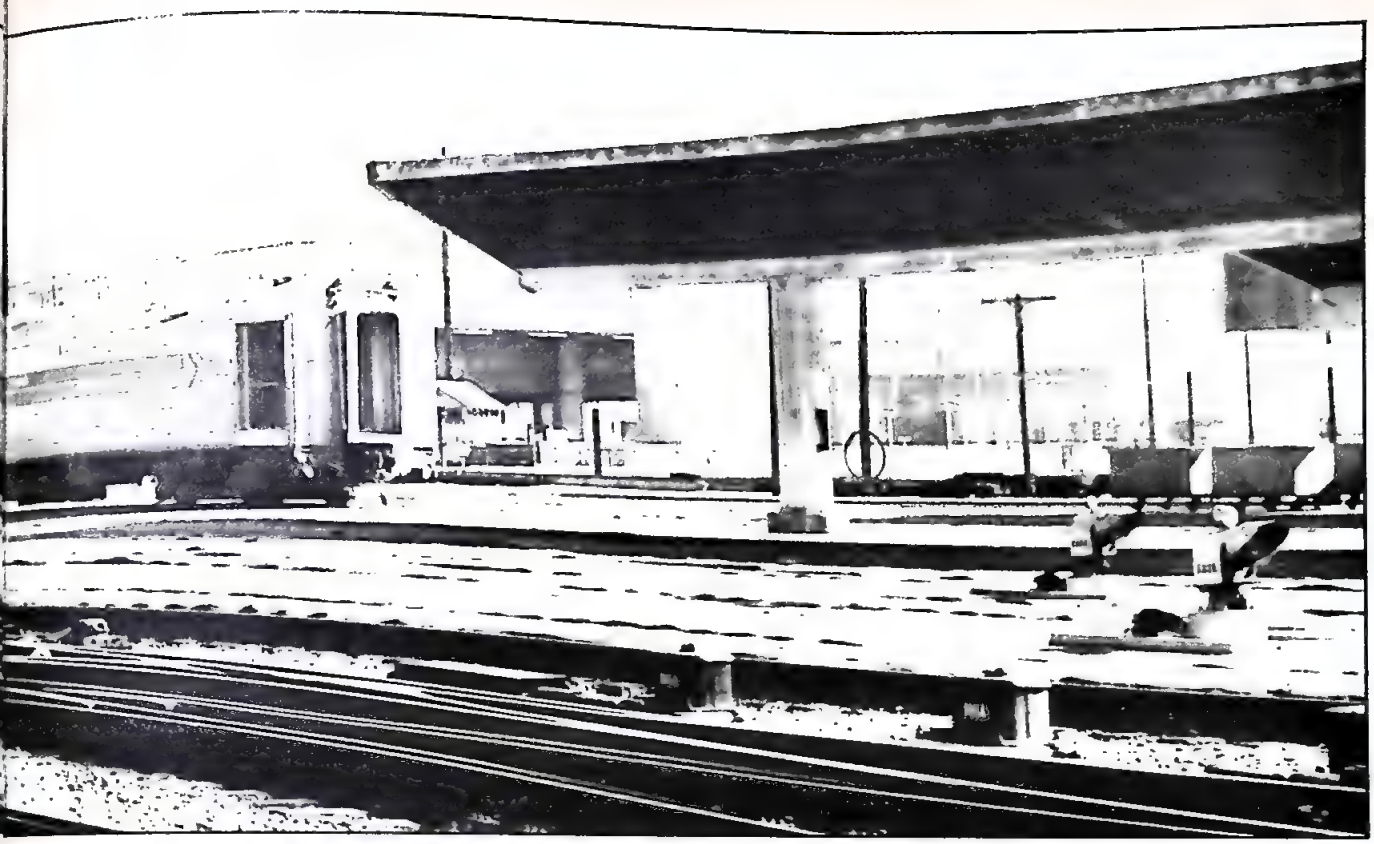
It was during this period of adjustment that the now 2 hour overdue *Sunset Limited* arrived. And it was well worth the wait as in addition to the regular *Sunset* equipment, the last five

Passing under the six track signal bridge CF-7 #2527 takes the tardy SUNSET LTD. to the wash racks along the edge of the L.A. River.



Threading its way through the throat of LAUPT, a CF-7 takes the SOUTHWEST LIMITED consist to the 8th Street coach yards.

The COAST STARLIGHT is loaded with passengers and ready to go, but with only ten minutes before departure time the power still hasn't appeared.



SDP40F #568, along with sister 551, finally gets ready to take the COAST STARLIGHT on its journey to Oakland.

The tail end of the last train in the morning, the 10:30 SAN DIEGAN hits the mainline at Mission Tower and disappears past the 8th Street coach yards.

cars of the train were a private tour that had joined the *Sunset* at El Paso on their way back from Yucatan. Operated by Finley Fun Time Tours, the cars included an ex-Frisco Observation, two Rock Island sleepers and an ex-UP sleeper.

With the *Sunset Limited* safely at a stop, the *Coast Starlight* finally began her run up the California coast at 10:25 with fourteen cars, this run being one of the more popular in Amtrak's stable.

The power from the 9:35 *San Diegan* was transferred to another set of Amfleet cars, a Santa Fe CF-7 picked up the *Sunset Limited* equipment and headed for the coach yards, and now the activity was slackening off at a fast pace. All that was left was for the 10:30 a.m. *San Diegan* to depart, and looking like all the rest of the Amfleet equipped trains, it promptly started to move at the scheduled time. Backing out of the station, past the city jail and onto the mainline at Mission Tower, it was soon on its way south along the California coast.

The show was over and nothing was left but a few stray cars and the power from the morning's *Southwest Limited*. These, too, would soon be gone, traveling to Amtrak's newly leased Redondo facility, formerly a Santa Fe operation.

It doesn't last too long, and at times it's too hectic for one person to keep up with, but the morning hours at the Los Angeles Union Passenger Terminal provide all the trains anyone could ask for.

The first of the electric interurbans in the United States appeared in the early 1890's. The industry reached maximum size between 1910 and 1920, began a decline in the early twenties which turned into a rapid slide to oblivion at the onset of the Depression, and was virtually dead by 1940.

At the industry's peak nearly every city of any size bristled with electric lines reaching out to surrounding towns and nearby cities. The largest electric center was Los Angeles, where the Pacific Electric operated over 1000 miles of track in every direction. Second place went to Indianapolis with 13 routes allowing travel to nearly all parts of the state.

In the Midwest it was a poor and backward city indeed that did not have four or five routes bringing the rural inhabitant to the metropolis by electricity and creating discontent among the small town merchants, who thought they saw their business evaporating. Detroit, Louisville, Chicago, Milwaukee, St. Louis and Kansas City were all major centers with more than five routes. Ohio had the most interurban mileage, and its principal cities boasted eight or nine electric lines into the surrounding countryside.

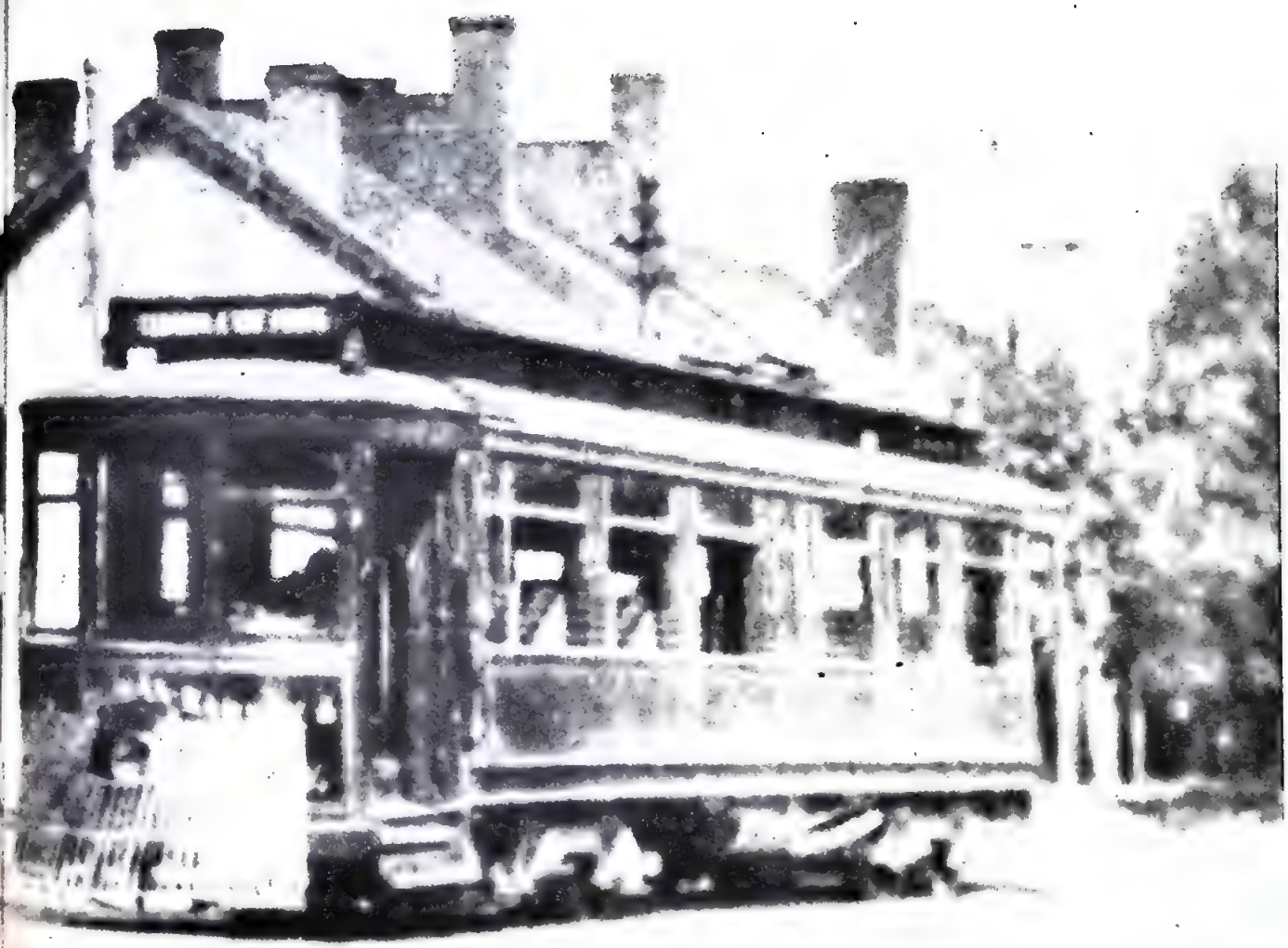
Interurban traffic declined rapidly in the twenties, but most of the important lines remained intact as late as 1930. As the effects of the development of the automobile and paved roads and finally of the Depression itself became apparent, massive abandonments took

THEY DIED YOUNG

Few interurbans had long lives, but those of Cincinnati disappeared sooner than most.

By Van Wilkins

Photos from the author's collection except as noted

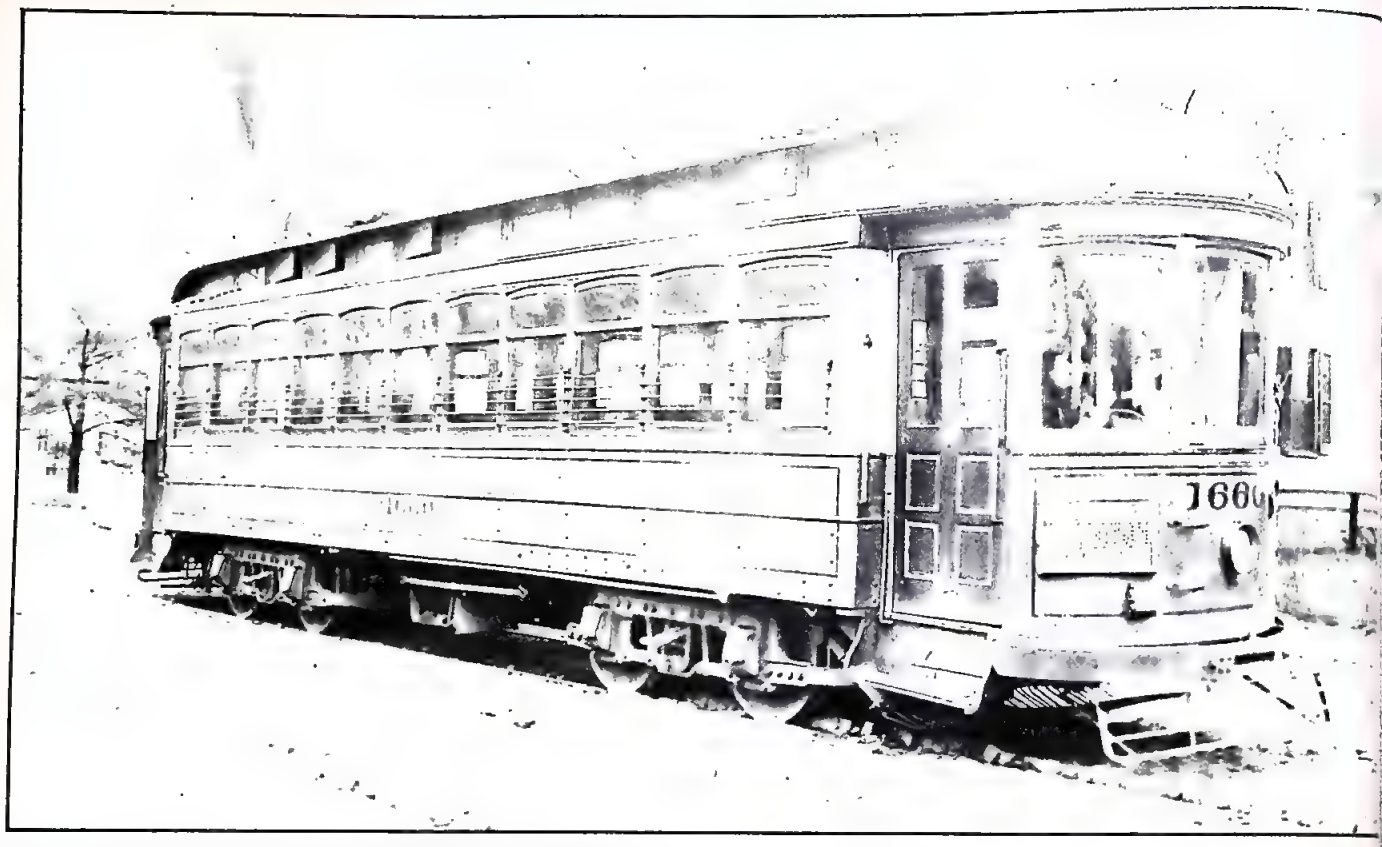


Residents of Lebanon, Ohio could travel to Cincinnati on these heavy Robertson convertibles of the Interurban Railway & Terminal Company. They could also reach Dayton in the other direction by using another interurban, and there was steam road passenger service as well. This town of several thousand was well served with transportation facilities—so well served that the Dayton connection was abandoned in 1918 and the IR&T lasted only until 1922, replaced by the "Auto-stages" of a local entrepreneur and a host of Model T's.

place, and in a two or three year period the interurban disappeared completely from some cities. In most others only those routes which had developed a rapid transit type service for commuters or who had optimistic owners refusing to call it quits remained. By 1940 most of these, too, were gone.

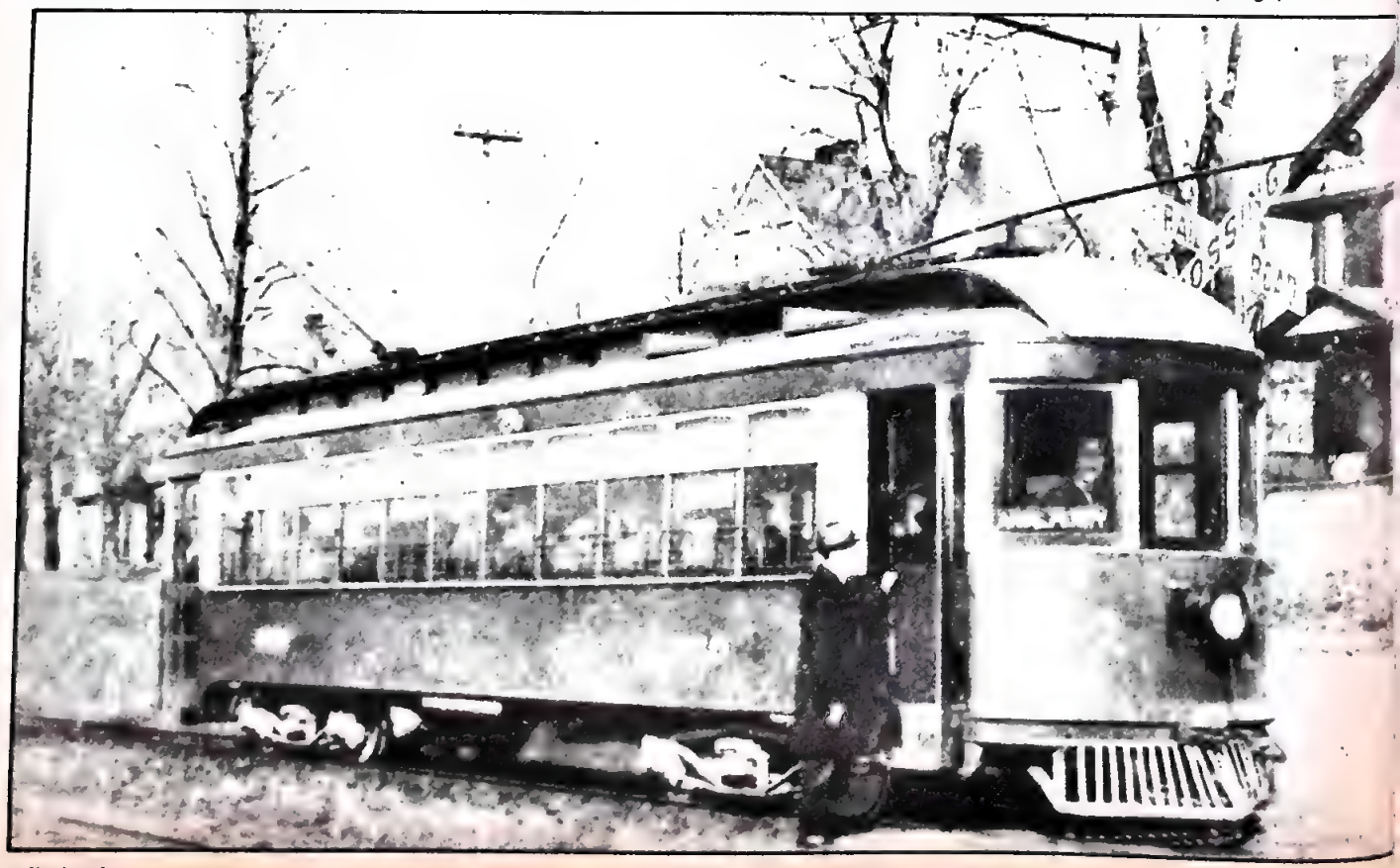
Except in Cincinnati.

In the Queen City the massive abandonments didn't wait for the late twenties and the Depression, but began



The Ohio Traction broad gauge line to Hamilton in later years ran as a shuttle, and passengers had to transfer to get to downtown Cincinnati. This photo shows a car in this service, evidenced by removal of one of each pair of trolley poles, which prevented it from operating on the double wire system used within the city limits. The condition of the brick paving illustrates why municipal authorities in many towns wanted "outmoded" trolleys off the streets.

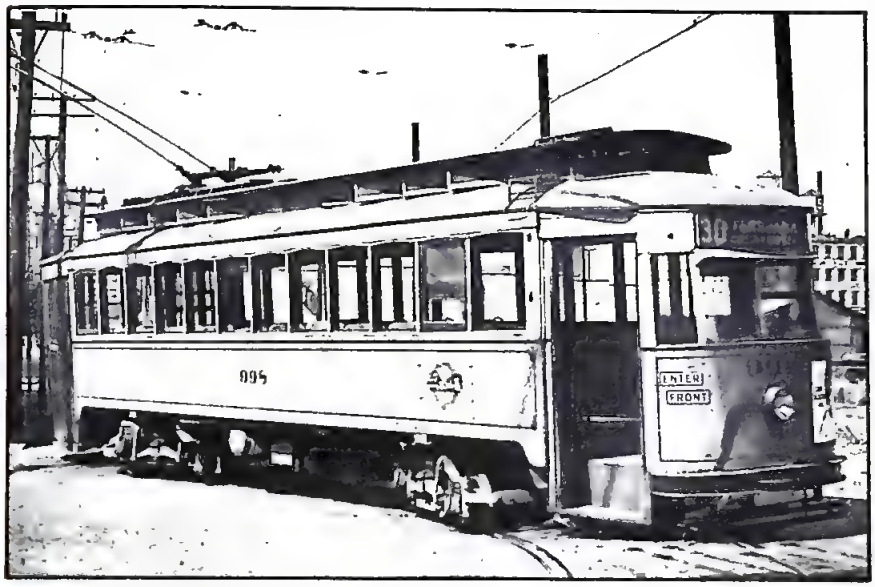
Number 920 of the Cincinnati, Lawrenceburg & Aurora was an attempt to revive a floundering passenger-only interurban with new light weight equipment. These pioneer cars were built by by the Cincinnati Car Company in 1918 and were the forerunners of the company's well-known curved side design. The cars did keep the CL&A in business until 1930. They then ran another two decades between Tulsa and Sand Springs, Okla.



in earnest ten years before. By 1927 of the nine routes into the city only three were intact, along with the stubby remains of some of the others which had been incorporated into the local street car system. As a major interurban center, Cincinnati died first.

Cincinnati was a difficult city for interurbans. Local lines were built to a wide gauge of five feet two and one-half inches. Interurban builders were faced with the choice of conforming to allow access to downtown or of using standard gauge and stopping short in the suburbs, forcing passengers to transfer. Use of wide gauge got them into Cincinnati, but would inhibit their ability to enter other cities to which they intended to build. Wide gauge won—five to four—but three of the standard gauge lines outlived all their broad gauge brethern. One line did try both widths, but soon gave up the wider one.

For those that did choose wide gauge, entry was further complicated by the double wire overhead system (similar to that used in later years by trolley bus systems) which had been forced on the local street railway. This had resulted from a lawsuit by the telephone company, which held that a current return through the rails in the usual manner would disrupt phone service. The overhead wires were 18 inches apart, and a car had to have two poles in the city. At the city limits one pole could be lowered, but a single wire overhead on a single track line meant that the pole in use would be nine inches off center. Inevitably this had to result in greater wear and more dewirements. One line chose to string two wires, one for each direction of travel, over its single track sections.



When the standard gauge CL&A was abandoned, the Cincinnati Street Railway took over six miles of the line, widened the track to 5' 2½", and operated these ungainly city cars in through service to downtown. The pseudo-Master Unit-styled front end was added when the cars were converted to one man.

Following the lead of the CL&A, the Cincinnati, Milford & Blanchester acquired slightly heavier cars of the CL&A pattern in 1920. After abandonment of the Milford-Blanchester segment, the remaining 11 miles were taken over by the Cincinnati Street Railway, along with the cars. Here one of them in CSRy paint is seen on a fan trip eight years after service to Milford ceased in 1936.

The ability of the broad gauge lines to carry passengers all the way into the city without a change of cars should have been an advantage, yet of the five exclusively wide gauge routes, three were among the first to be abandoned, and the other two gave up their entries, putting them in the same situation as the standard gauge electrics.

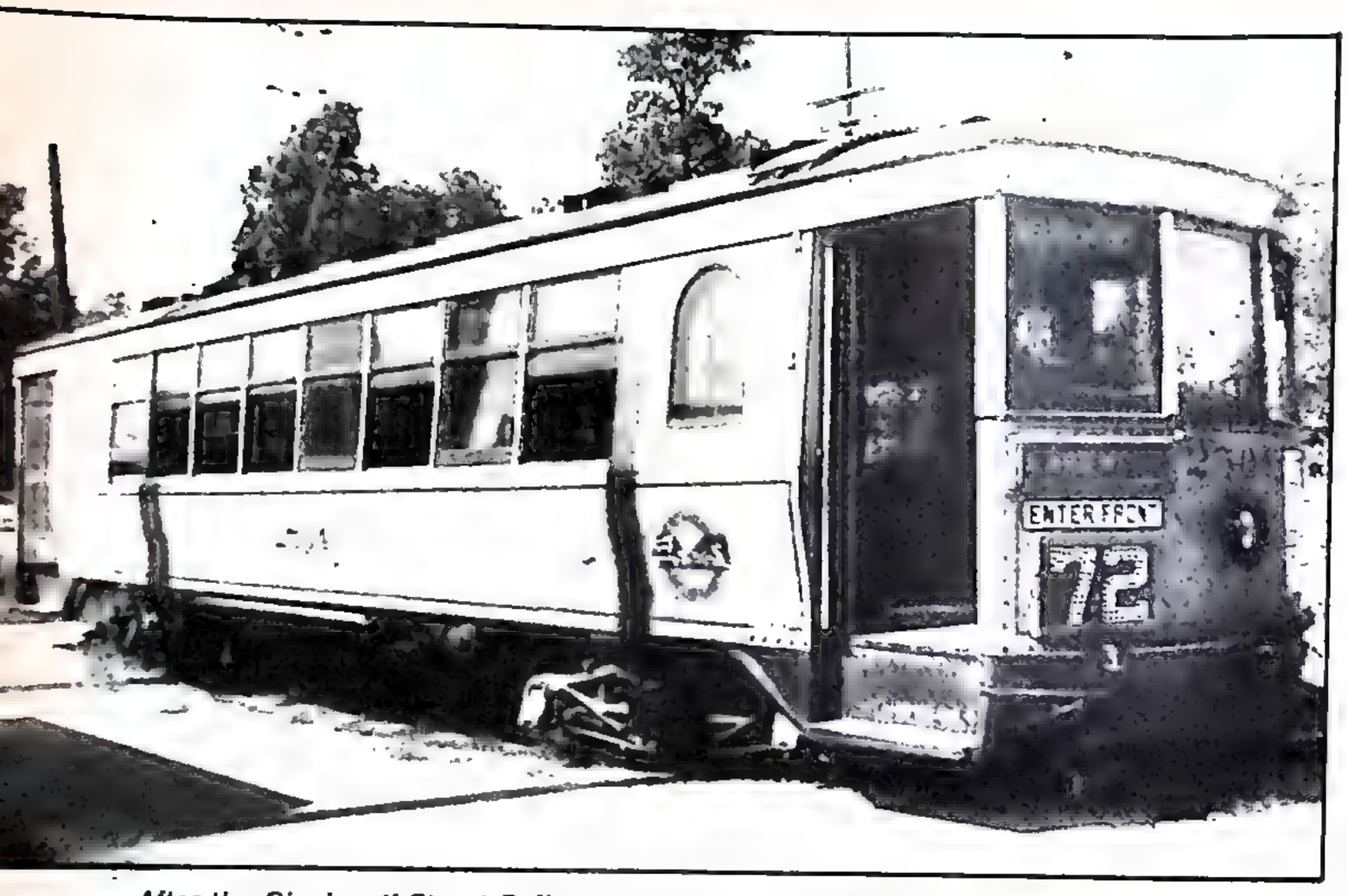
The broad gauge companies were also handicapped by their inability to interchange freight cars with either steam roads or other interurbans. The longest lived Cincinnati lines were those that could do so. Two of them also outlasted competing wide gauge interurbans.

The largest operation was among the first to be abandoned. This was the Interurban Railway & Terminal Company, which took its nickname of the "Black Line" from its very dark green, deck roofed Robertson convertible cars. It carried passengers and large amounts of express from a union terminal downtown to outlying areas over three broad gauge routes named for predecessor companies.

The 32 mile Suburban Division was opened in 1903 and ran to Bethel, a town of perhaps 1000. The town was already served by the Cincinnati, Georgetown & Portsmouth, a three-foot gauge steam road which had been converted to standard gauge and electric operation in 1902. The Eastern Division of the IR&T began service on 19 miles of track along the Ohio River to New Richmond in 1902.

The third route was the 33-mile Rapid Railway, opened in 1903 to Lebanon's residents to travel and trade in the latter city as well. In effect this made the new line a competitor of the IR&T, though it went in an entirely different direction. It was also possible to travel by steam road to both cities.

The company suffered extensive damage in the flood which devastated southwest Ohio in 1913 and was also hit by a serious car barn fire. These expenses, the small size of the terminal towns, and the competition proved too much for the company. Service to Bethel ceased in 1918, and



After the Cincinnati Street Railway took over the CM&B it reinstituted through service to downown Cincinnati with five of these light weight, curved sides from the abandoned Maumee Valley Railway. They continued in service to the model town of Mariemont after the Milford segment of the line was abandoned. 2504 is seen on the Mariemont loop. Stephen D. Maguire.

The Cincinnati & Columbus used these handsome Jewett interurbans during its short life. The standard gauge line terminated in a Cincinnati suburb and never came close to Columbus. Stephen D. Maguire.

the New Richmond and Lebanon lines lasted only until 1922. One four-mile segment was incorporated into the Cincinnati Street Railway. This was the portion of the Lebanon line between Norwood and Kennedy Heights, which survived as a center-of-the-road street car operation until the local systems converted it to trolley bus in 1949.

Another early casualty, in part from the ravages of the 1913 flood, was the Cincinnati & Columbus Traction Company. Its handsome standard gauge Jewett interurbans of typical midwest pattern were forced by the track difference to stop in the outlying city of Norwood. They never reached Columbus, and the terminal town of Hillsboro, another small county seat, couldn't provide sufficient traffic. There was no direct steam or electric competition, but little freight traffic could be developed, and the line was abandoned in 1920. The Jewetts did survive to run in Indiana and Oklahoma.

The next line to be cut back was the Cincinnati, Milford & Blanchester Traction, another wide gauge route. Also aiming for Columbus, it reached Milford in 1903 and Blanchester, a town of less than 2000 people, in 1906. It could go no farther, and as with the IR&T and the C&C, the small towns could not support the operation for long. The CM&B could provide one-

seat service to downtown, but the local system charged it three cents per passenger for the privilege of running over its tracks. In 1915 the interurban gave up the arrangement as too expensive, and passengers then had to transfer to get to town.

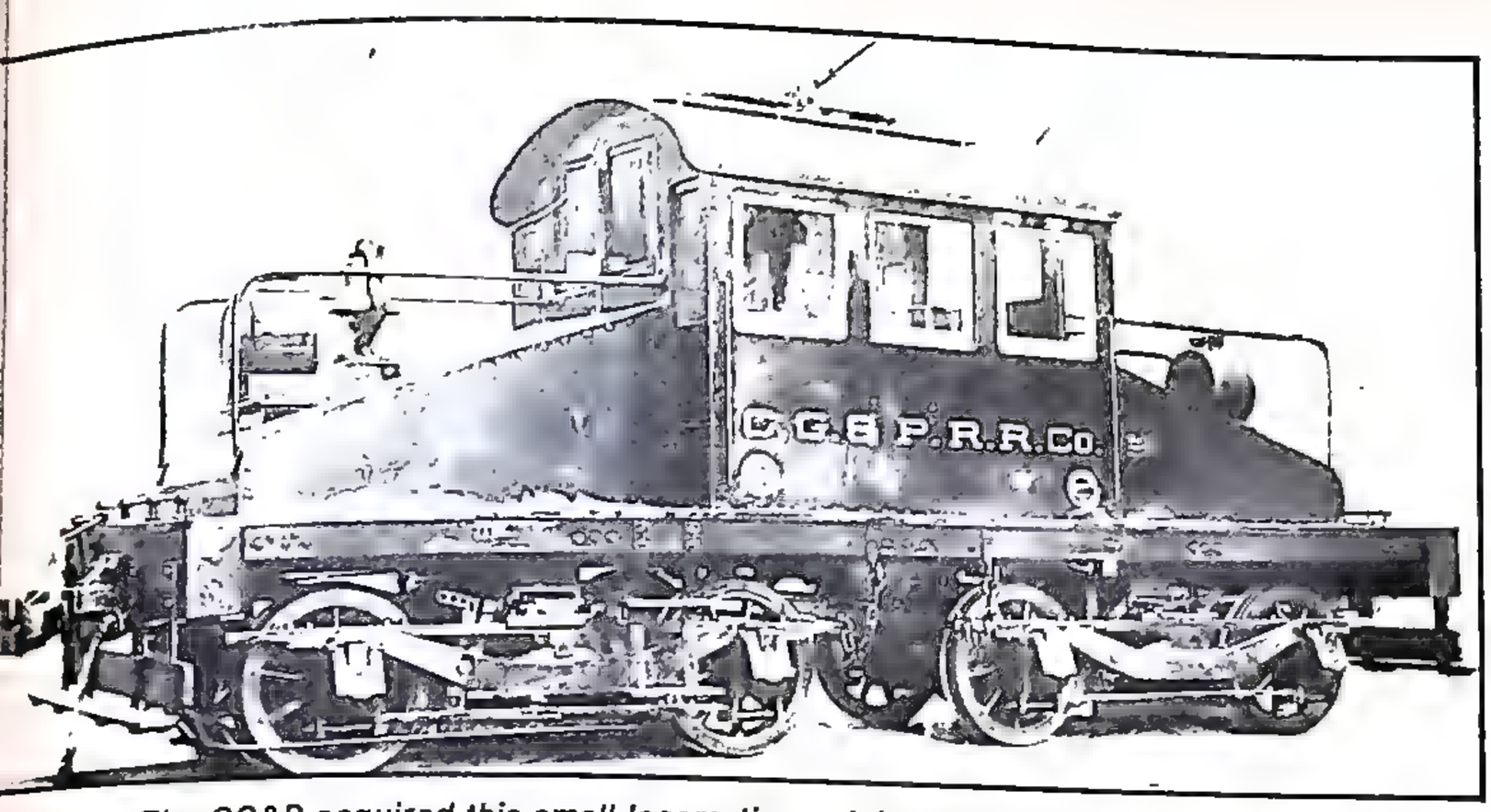
The company attempted modernization with new light weight cars from the Cincinnati Car Company in 1920. The attempt didn't arrest the decline in revenues, and in 1922 service to Blanchester was abandoned. The inner 11 miles of the line to Milford were taken over by the street railway in 1927, along with the new cars. Curved side light weights from a defunct line near Toledo were also brought in, and through service to downtown was restored. This street car type service wasn't successful, either, and the line was cut back to the "new" town of Mariemont in 1936. This stub, only a couple of miles long, was abandoned in 1942.

The remaining wide gauge route became a casualty in 1926. This line had reached the city of Hamilton, 20 miles to the north, in 1901. At one point it was seen as part of a through route to Indianapolis. The operation was owned by the Ohio Traction Company, the same concern which controlled the local Cincinnati lines, and it provided through service to the center of the city until 1918. After that a Hamilton

When the Cincinnati, Georgetown & Portsmouth widened its line to standard gauge and electrified it in 1902, it bought ten of these handsome interurbans from the St. Louis Car Company. They lasted until the twenties, when the road modernized the service with Cincinnati Car Company curved side cars. The new light weights allowed service to continue until 1935. The competing IR&T broad gauge route was abandoned in 1918. S. B. Smalley.

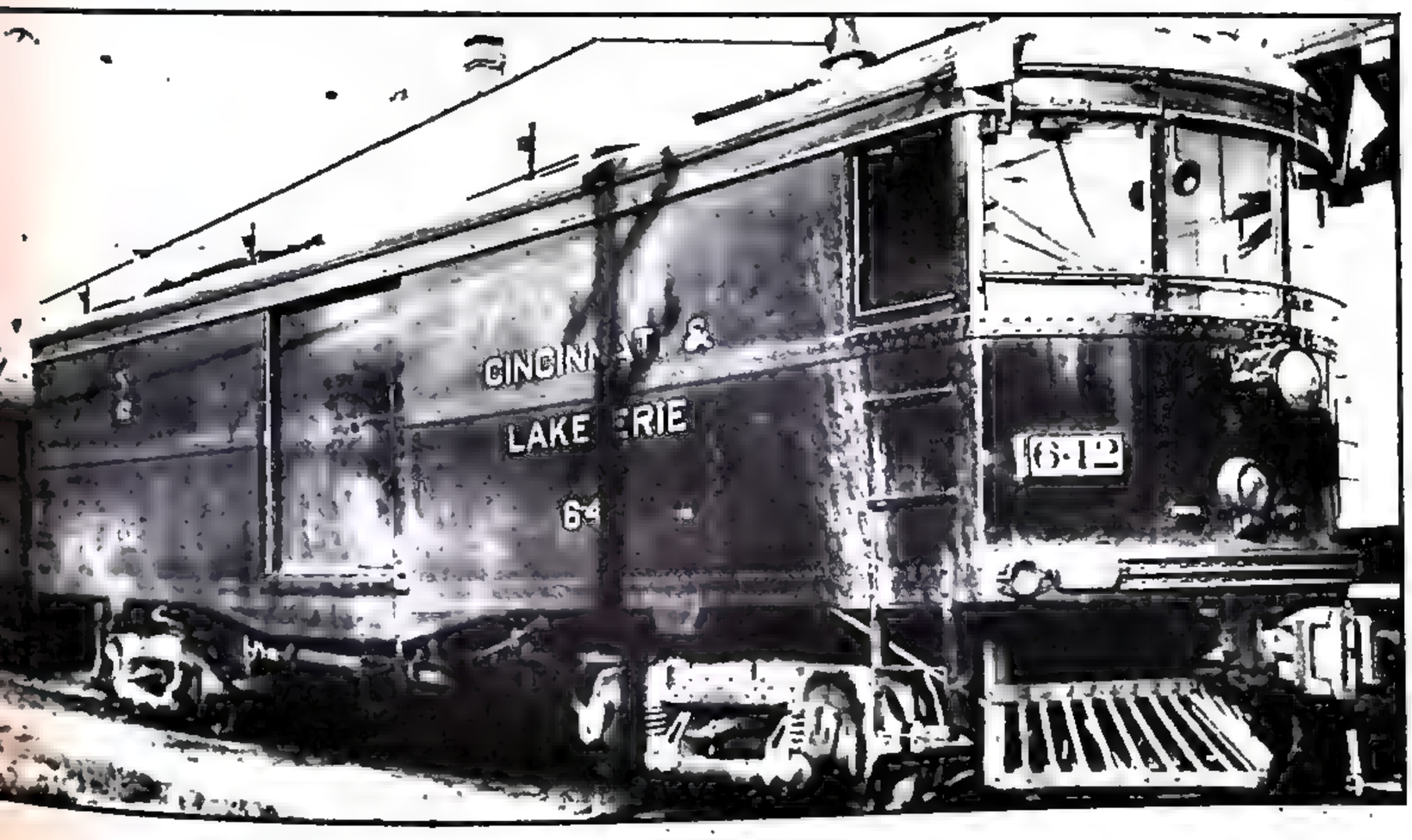
The Cincinnati, Newport & Covington Railway operated a number of streetcar lines from Cincinnati to cities in northern Kentucky. Two, to Fort Mitchell and Fort Thomas, had extensive private right-of-way. Though certainly not interurbans, they were all the local fans had left after the last interurban remnant on private right-of-way on the Ohio side of the river—the line to Mariemont—was abandoned in 1942. Here CN&C 511 discharges passengers at one of the neat stone sheds on the Fort Mitchell line.

Anticipating entry into downtown Cincinnati over the then partially completed rapid transit subway, the Cincinnati & Lake Erie ordered these aluminum and steel high speed cars equipped for high level platform loading. The subway was never completed, and 116 finished its career in Iowa. Others of the group went to the Lehigh Valley Transit after the C&LE was abandoned, where the high level feature was used.
Stephen D. Maguire.



The CG&P acquired this small locomotive—nicknamed the "Electric Mule"—from the Baldwin Locomotive Works. It was used for freight service and to haul ex-Manhattan Elevated coaches to a company-owned amusement park. Freight, interchanged with steam roads, also moved behind small CG&P steam locomotives. S. B. Smalley.

Many interurbans rebuilt old passenger cars to serve as freight motors. Dr. Thomas Conway, in his effort to develop freight traffic on the C&LE, ordered 15 brand new motors from Cincinnati in 1930. The well-run service was successful for a time, lengthening the life of the line, but by 1938 the interurban connections with Michigan, Indiana, and eastern Ohio were gone and the Cumminsville freight station in suburban Cincinnati closed. C&LE interchange with steam roads was limited to a few short hauls. Stephen D. Maguire.



shuttle car met cars from Cincinnati in suburban Glendale. Never very successful, the service to Hamilton was abandoned in 1926. The remainder was operated as part of the local system, and service was cut back in a series of abandonments. Finally all that was left was the Lockland line of the street railway, which had originally been a branch of the interurban. This lasted until 1951.

A few miles to the west a rival standard gauge line, which later became part of the Cincinnati & Lake Erie, provided service from the Cincinnati suburb of Cumminsville not only to Hamilton, but to Dayton and beyond as well. It appears to have been preferred for through travel, and the role of the Ohio Traction was more that of a suburban trolley. In any event, the rival route to Hamilton outlasted it by twelve years.

Thus by the end of 1926 all of the wide gauge interurbans were gone, except for those short portions incorporated into the local system and operated as street car lines. The route to Milford did retain some of its interurban characteristics, but it too was essentially a rural trolley after the Cincinnati Street Railway took it over. All of the wide gauge lines had at one time provided a "one seat" ride into the center of the city, but their dependence on passenger traffic and light express proved too much of a handicap in competing with paved roads and the model "T."

Three standard gauge lines, none of which reached downtown, were left.

The weakest of these was the Cincinnati, Lawrenceburg & Aurora Electric Street Railroad Company. Its terminal was at Anderson's Ferry, where its passengers had to transfer to a local line for the six mile ride to town. The CL&A's route followed the Ohio River for 25 miles to Aurora, Indiana, with an eight-mile branch to Harrison, Ohio. Projected to Louisville, Kentucky, it never came close. Equally optimistic and futile was its attempt to build an elevated structure into the center of Cincinnati.

Flood damage in 1913 forced it into receivership, from which it was not to emerge until 1928—just in time for abandonment. Abandonment was probably justified at the end of World War I, but the aggressive receiver chose instead to rebuild and moderize. New light weight steel cars were designed by the Cincinnati Car Company, the power system was upgraded, and track was refurbished. Part of the route was actually shifted from streets to a new right-of-way leased from the Big Four Railroad. The light weights were the first such steel cars for interurban service to be introduced in the country.

The improvements drastically reduced costs, but they were not enough, nor was the pioneer attempt to establish a containerized freight service using motor trucks to Anderson's Ferry and a cutdown passenger car for the run over the CL&A. In 1930 the company abandoned service. The Cincinnati Street Railway took over six miles of the line as far as Fernbank, widened the gauge, and provided through service into the city until 1940, using conventional city cars. The light weight interurbans went to Tulsa, Oklahoma, where they ran on the Sand Springs Railway until after World War II.

Perhaps the most unusual of all Cincinnati's electrics was the Cincinnati, Georgetown & Portsmouth. Begun in the 1870's as a three-foot gauge steam road, in 1902 the owner's widened it to standard gauge and electrified it. At the same time a wide gauge branch was built to Coney Island, a local

(Continued on page 80)

MOTHER LODE SHORTLINE

Each of the two daily runs begin just east of the Martell mill where the cars are assembled, brake lines hooked up and inspected before heading to Ione. Former AC station on the right, although still carrying the road's name, is not part of the line's inventory anymore.

Short on miles but long on scenery, the Amador Central is a photographer's delight.

By David Lustig

Photos by the author

Think California shortlines and names such as Sierra, Cal Western and McCloud are quickly conjured up. But there are others, lots of them in fact, using all sorts of motive power and carrying all kinds of products.

Take the Amador Central for example. Just a few miles north of the famed Sierra Railroad, but overshadowed by that line's steam tourist operations, it toils away in comparative obscurity. Yet the Amador Central traverses the identical Mother Lode countryside, sometimes taking up to two hours to meander less than a dozen miles between the sawmill at Martell and the Southern Pacific interchange at Ione.

If you want to photograph the Amador Central and whichever Baldwin switcher is working that day, rise early. The first run usually begins about four in the morning from Martell and if you're lucky, and the train is as slow as usual, there will be plenty of time to photograph the return trip. Then hang around about an hour, and after the Baldwin has completed its mill switching, the entire process will begin again with the day's operations ceasing around 12:30 p.m. The tracks and the highway are almost inseparable and the scenery is excellent.

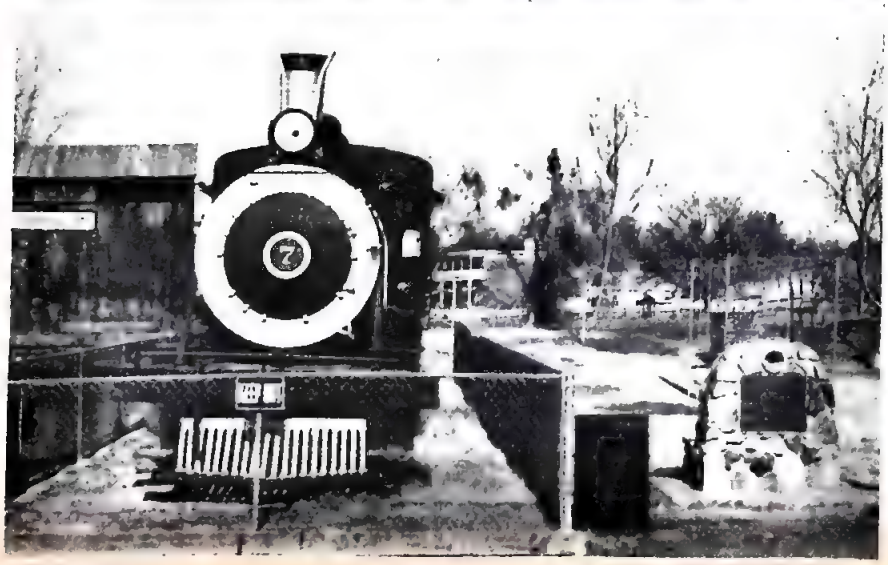
To find the operation in the first place, look east of Stockton and Sacramento and you'll find Ione. Martell probably won't be on the map as it is too small, but Jackson, rich in California history and a treat all by itself, will be, and it's just one mile south of Martell.

The power for the day will be one of the road's two Baldwin S12's. You'll find an AC station at Martell and an SP station at Ione but don't bother asking them questions, the two roads haven't used their respective stations in a long time and both house private concerns. Following the train, usually anywhere from six to nine cars, from Martell will be easy, but a half-mile

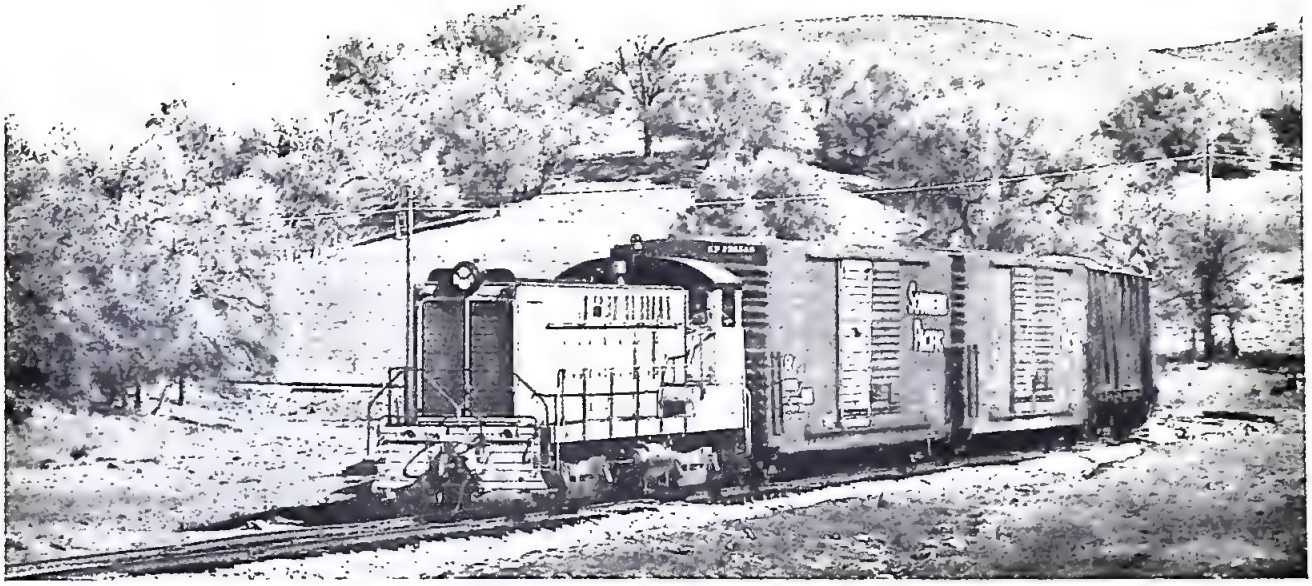
The 1200 horsepower Baldwin switcher came from Sharon Steel in the mid-1960's, replacing an overworked and underpowered GE 44-tonner. Overall condition of the trackwork may be best illustrated by the lean of the second box car.

The AC currently rosters two Baldwins, both S12's. The second, still in primer as of this writing, came from the Souhern Pacific.

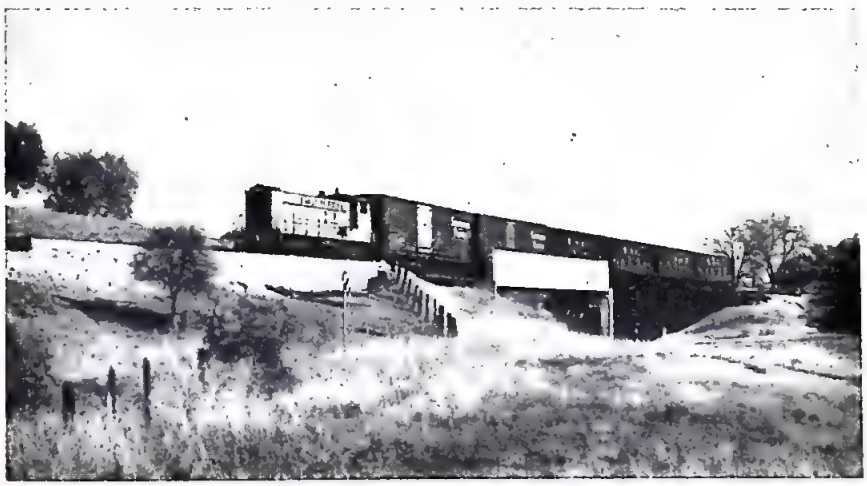
The Amador Central starts work early, the first train usually leaving the mill at Martell somewhere in the neighborhood of four in the morning. The second train usually arrives about eleven. Arrive on the scene after one in the afternoon and you'll usually be too late.



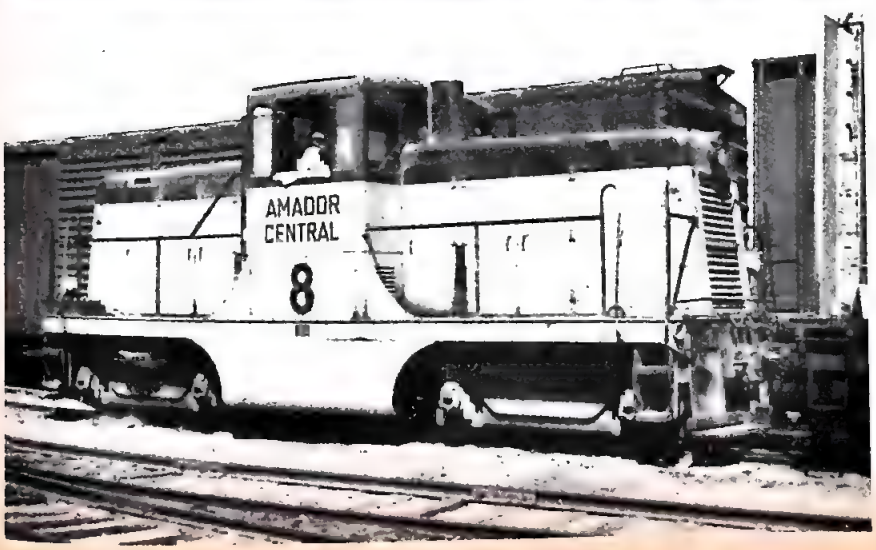
Lone Amador Central steamer to be preserved on-line is 2-6-2 #7, dubbed "Iron Ivan" on display in Ione. The Prairie is in only fair shape but it has all its small equipment such as bell, headlight, etc. Why? It's twenty feet from the Ione Police Station, that's why!



Replace the diesel with a steamer, the double-door box cars with older wooden ones and the scenery would still be its same unspoiled self. Number 9 is about halfway through with her westbound run into the Southern Pacific interchange at Ione..



The line constantly criss-crosses the highway affording a variety of photo spots. The slow meandering of the trains make it easy to keep ahead of the action.



Workhorse for many years on the line was GE 44-tonner #8. Time and stiff grades eventually became too much for the little unit and it is now off the roster. Photographed at Ione. Richard Shideler.

Grades are steep and the track is only so-so, but with the leisurely pace demanded by the mill operation, there's no need to go into a heavy rebuilding program. Number 9 is dragging nine cars back to Martell.

from lone the tracks and highway part. Make your way through town but don't cross the bridge over the river. Stay south of the river and work your way west, you'll find the station on your left. On the return trip, skip the first half-mile and start following the train at the first grade crossing.

One final note; unless you are going less than 5 mph in your car, you will always beat the train to the next photo spot, but sometimes you can be fooled. During one quarter-mile stretch where the highway went one way around a hill and the train the other, the crew had to stop and cool overheated traction motors, and also took that delay to have lunch. Just wait and be patient, the train will soon arrive. And bring your wide and tele lenses!

Back a the Martell mill, the Baldwin stops road traffic as the crew does switching. Both diesels are locked up inside the engine house when not working.

RAIL MAIL

(Continued from page 4)

believed in the job that we were doing. Now, with this change in our operation, we will concentrate our efforts on our original line from Wolfeboro to Sanbornville. We urge anyone who is in our area to come visit us as we have received new equipment, and will be expanding our operations with the arrival of Spring.

Peter D. B. Hayes
Vice President
Acting Superintendent (former)
Central Division
Wolfeboro Rail Road Co.

The SD&AE and Mispelings

Pete Smith's article on "The Late, Great San Diego and Arizona Eastern" in the March *Rail Classics* was very enjoyable—if not for the colorful description and history of the SD&AE then for the fun of counting the ways he spelled Carrizo Gorge (Carriso, Corrizo) and John D. Spreckels (Spreckles).

I was disturbed by the fact that Carrizo Gorge is off limits to the public and is heavily patrolled, especially since the gorge is within the boundaries of California's largest state park: Anza-Borrego Desert State Park. However, the prospect of Southern Pacific abandoning the line puts a new light on the situation.

If Espee does abandon the SD&AE I think the State of California or somebody should take over the line between Jacumba and Carrizo Gorge, repair what it can and open it as a passenger railroad for tourists and railfans. With proper advertising and publicity it may be able to pay for itself. Even if it costs too much to repair the famed Carrizo Gorge trestle, there is still about 10 miles of track between Jacumba and the trestle, or a 20 mile round trip. They could use a motorized passenger car to shuttle people up the gorge or take steam engine #104 out of retirement along with John D. Spreckels' private car "Carrizo Gorge" and return them to the rails they once knew.

The abandonment of the San Diego and Arizona Eastern leaves several possibilities for the Carrizo Gorge area. I hope the best one will be put to use.

Ed Randall
San Pablo, California

(We're waiting for the letters telling us of the error at the top of this letter! —ED.)

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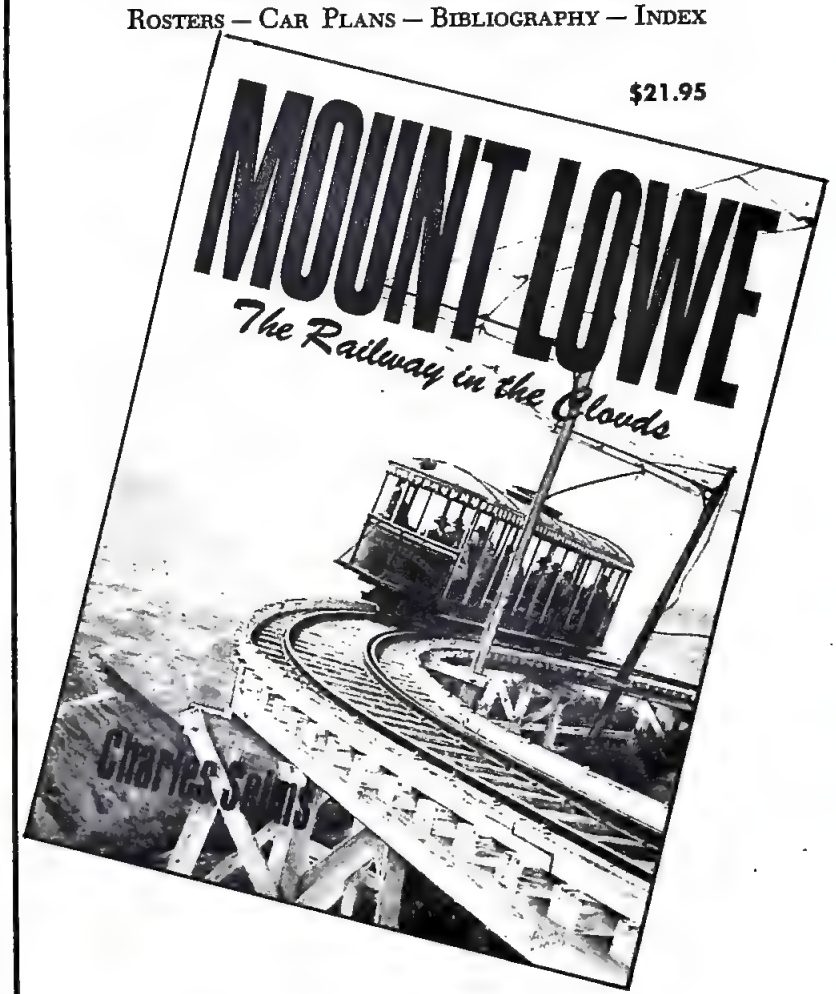

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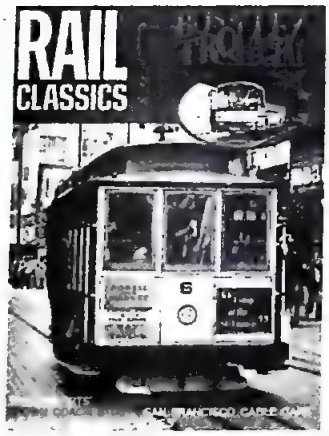

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INTERURBANS

(Continued from page 73)

amusement park, and through service was run to downtown over the local system's tracks. The wide gauge operation apparently was not especially successful, and it was discontinued after most of the wide gauge equipment was destroyed in a car barn fire in 1907. One new broad gauge car was bought to run a shuttle service to town for the benefit of passengers on the standard gauge main line, but even this didn't last for long, and those with business in Cincinnati then transferred to local cars.

The CG&P interchanged cars with steam railroads and at various times hauled ex-Manhattan Elevated passenger cars behind a small Baldwin-built steeple cab electric engine to reach another company-owned amusement park, moved freight with a unique 12-wheeled electric locomotive, ran a Birney car on a rural route which must have been a close approximation of the Toonerville Trolley, operated a railway post office, and in the twenties modernized with curved side light weights. It never reached Portsmouth, stopping a few miles east of Georgetown.

The curved sides didn't assure survival, and passenger service ceased in 1935 with the abandonment of the outer 20 miles of line. The remainder of the 40-mile route went in 1936. One short segment was taken over by the city to move supplies to the municipal water works with a small gasoline locomotive. Even this is now gone.

The demise of the Cincinnati-Georgetown, as the CG&P was known in its last years, left only the Cincinnati & Lake Erie Railroad. This standard gauge line stopped at Spring Grove Avenue in Cumminsville—just across Mill Creek from the uncompleted right-of-way of the Cincinnati subway. The subway was to have been standard gauge, and the new "Red Devil" interurban cars ordered for the C&LE in 1929 had provision for high level platform loading in anticipation of finally gaining access to the center of the city. The subway was never completed, and the CLE tried to make do with a bus connection to Fountain Square. A predecessor company for a few years had an arrangement whereby several of the local company's wide gaugt cars were painted in the interurban's colors and made coordinated connections with arriving and departing interurbans at Cumminsville. Like the later bus service, this was not especially successful.

The efforts of Doctor Thomas Conway to build the C&LE into a first

OF CINCINNATI

class passenger and freight carrier have been documented a number of times and won't be repeated here. Suffice to say that the services were moderately successful for a few years, but by 1938 most of the system was gone, like so many other electric railways the victim of improved highways and the automobiles and trucks they carried. In that year service south of Hamilton was discontinued due to a paving dispute with the small community of Mt. Healthy. Service north from Hamilton to Dayton lasted until mid-1939.

The Cincinnati Street Railway itself continued to operate street cars until after World War II, as did the Cincinnati, Newport & Covington, which crossed the Ohio River into northern Kentucky. Two CN&C routes which ran to Fort Thomas and to Fort Mitchell had extensive private right-of-way and an interurban flavor, though actually street car services. With all the interurban lines gone, local fans turned to this pair as the best substitute remaining. There was nothing to compare on the north side of the river after the interurban remnants to Fernbank and Mariemont were discontinued by the street railway.

By 1939 Cincinnati resembled most other cities as far as the intercity electric railroad was concerned. It differed, however, in that the large scale abandonments took place in the late 'teens and early to mid twenties, ten years before the process began in earnest in other places. The symptoms of failure were becoming obvious even earlier.

The 1913 flood was certainly a factor, but the lack of a real freight handling capability and the building of lines ending at small towns not really capable of supporting the steam road service they already had were probably more important. As paved roads and the motor vehicle developed, abandonments already likely became inevitable. The ability of Henry Ford's high-wheeled Model "T" to negotiate muddy country roads is legendary, and one of these vehicles in the rural dweller's front yard made more sense than an interurban a mile or more away. Direct competition with other electrics or with a line offering service to another city from the same small town hastened the end in several cases.

The history of the interurban in the United States provides a classic example of the entire life cycle of an industry. Cincinnati puts in even sharper focus the factors which caused the industry's death.

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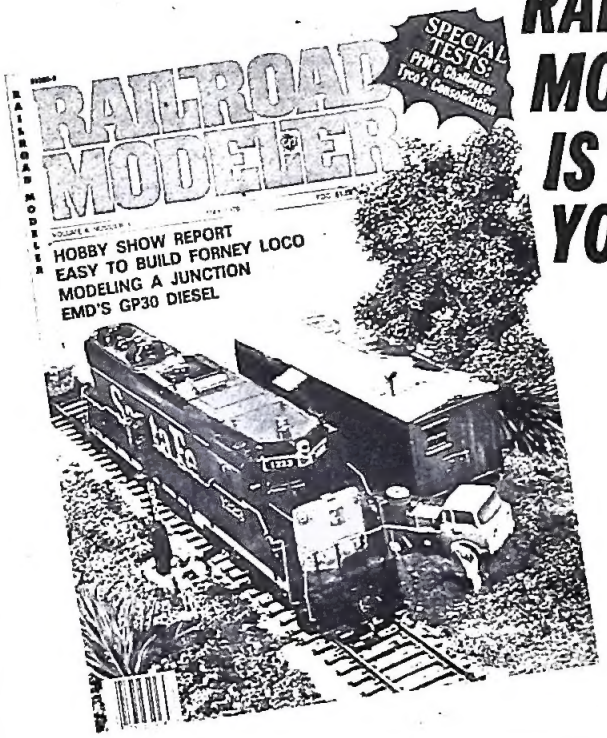

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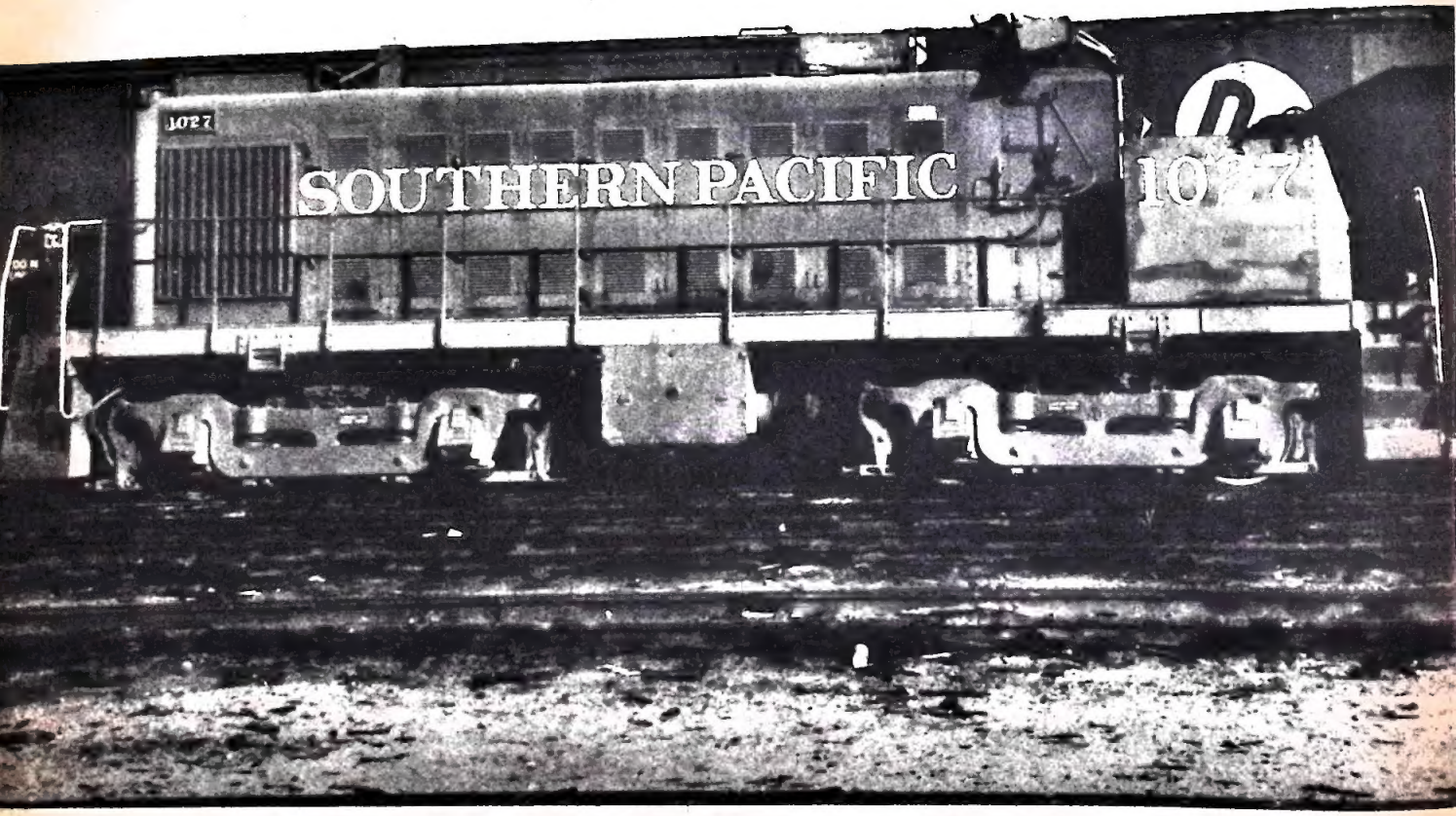
With apologies to our friends in Milwaukee.

Miles Moran



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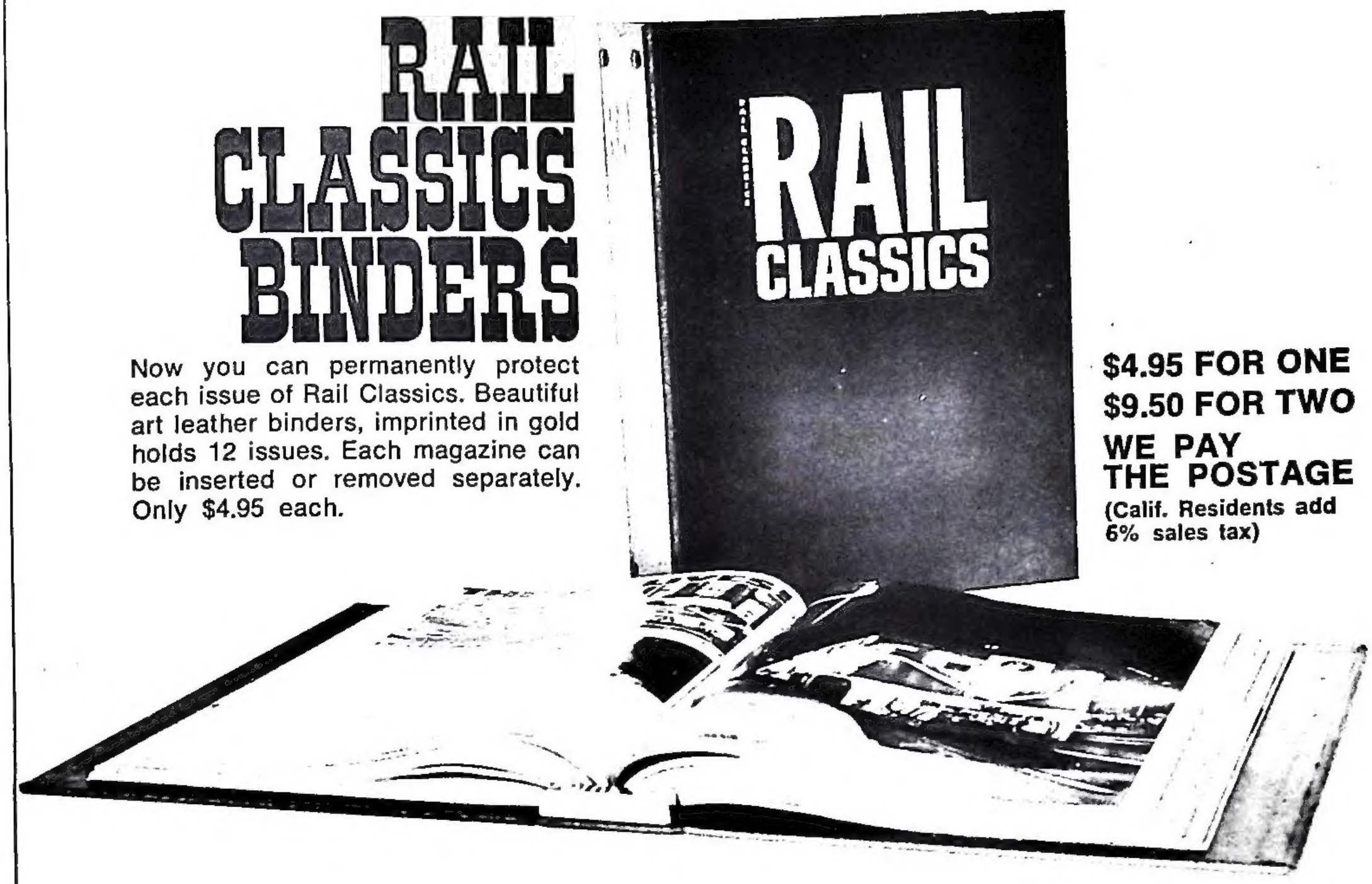

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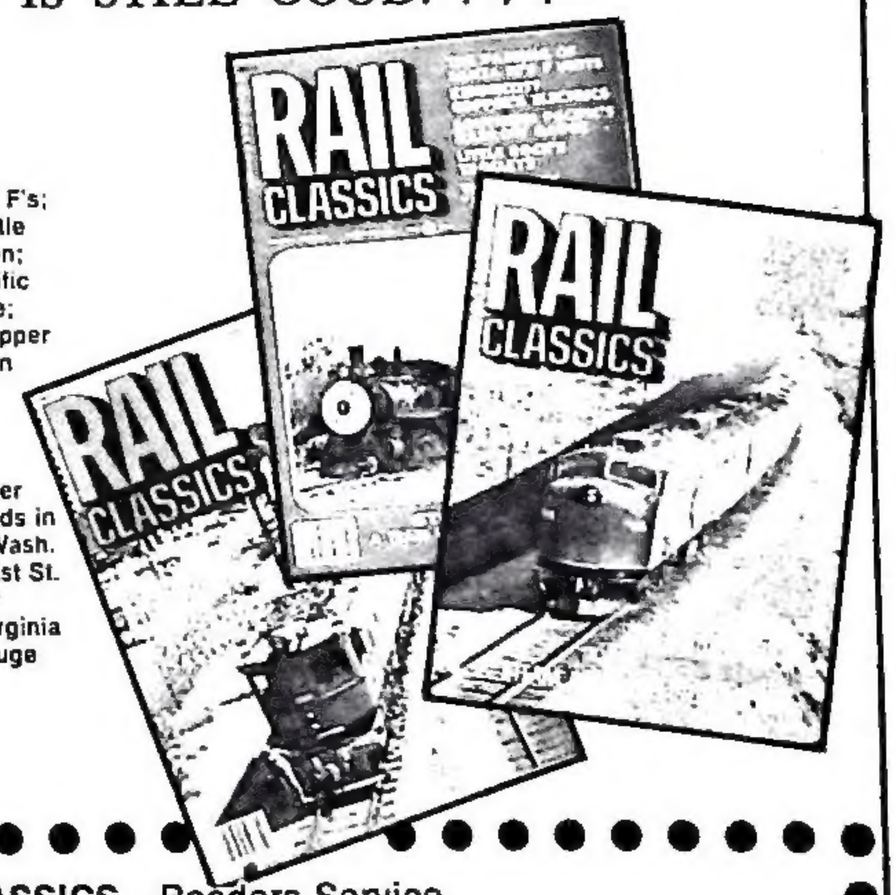

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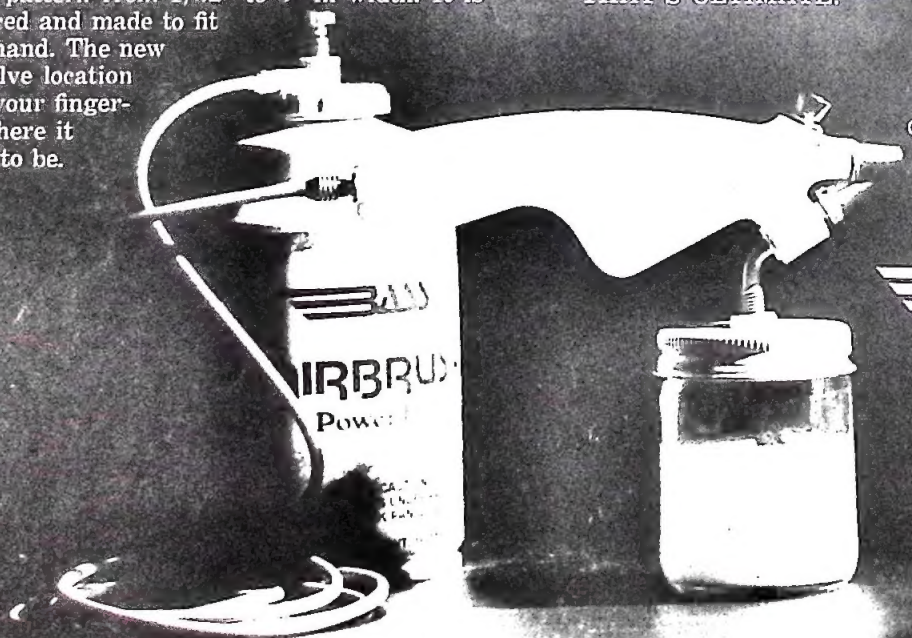

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